Third Series, Vol. XXVI—No. 13

Wednesday, February 26, 1964.
Phalguna 7, 1885 (*Saka*)

LOK SABHA DEBATES

(Seventh Session)

(Vol. XXVI contains Nos. 11—20)

LOK SABHA SECRETARIAT
NEW DELHI

Price: Re. 1.00

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LOK SABHA

Wednesday, February 26, 1964/ Phalguna 7, 1885 (Saka)

The Lok Sabha met at Eleven of the Clock.

[MR. SPEAKER *in the Chair*]

ORAL ANSWERS TO QUESTIONS

Das Commission of Inquiry

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*304. **Shri Hari Vishnu Kamath:**
Shri Prakash Vir Shastri:
Shri Yashpal Singh:
Shri Bishanchander Seth:
Shri Dhaon:
Shri B. P. Yadava:
Shri S. M. Banerjee:
Shri Kajrolkar:

Will the Minister of **Home Affairs** be pleased to refer to the reply given in Starred Question No. 151 on 25th November 1963 and state:

(a) whether the Das Commission of Inquiry has concluded its work; and

(b) if so, whether a report has been submitted?

The Minister of State in the Ministry of Home Affairs (Shri Hajarnavis): (a) and (b). No, Sir.

Shri Hari Vishnu Kamath: With a view to fostering and promoting the growth of norms of conduct and the rule of law so vital to a democracy, does Government propose even at this late stage to commend to the Chief Minister of the Punjab the example of healthy respect for the decision of the Supreme Court shown by the Andhra Chief Minister recently? If not, what steps have been taken by Government to prevent possible tampering with records, files, documents and witnesses....

Mr. Speaker: Any other question? This is not relevant.

Shri Hari Vishnu Kamath: I bow to your ruling.

Are Government prepared to assure the House that they will accept *in toto* the conclusions, findings and recommendations of the Commission of Inquiry now in progress and implement them without any reservation or ambivalence, when the report is presented?

Mr. Speaker: That is hypothetical.

Shri Hari Vishnu Kamath: No, no. Whatever conclusions may be arrived at by the Commission must be accepted.

Mr. Speaker: How can that assurance be given unless the conclusions are before Government and they examine and see whether they can implement them or not?

He will be good enough to put another question, if he desires.

Shri Hari Vishnu Kamath: The Commission will come to certain conclusions. Will they accept them?

Mr. Speaker: There is nothing to argue. If he has another question, he may put it.

Shri Hari Vishnu Kamath: I am sorry I have no other question.

श्री बड़े : सुप्रीम कोर्ट ने यदि किसी के बारे में जजमेंट दिया तो उसका स्टेट्स को पालन करना ही चाहिये, क्या ऐसा कोई आदेश या आज्ञा शासन ने स्टेट्स को भेजी है या नहीं ?

अध्यक्ष महोदय : यह तो भेजी जायेगी ।

श्री प्रकाशवीर शास्त्री : पंजाब के मुख्य मंत्री के सम्बन्ध में दास आयोग द्वारा जो जांच की जा रही है .....

अध्यक्ष महोदय : यह दास कमिशन तो और है । यह पंजाब के मुख्य मंत्री के बारे में तो नहीं है ।

Shri Hari Vishnu Kamath: This is about Punjab. That is why I have put those questions.

श्री प्रकाशवीर शास्त्री : गृह मंत्रालय को क्या कुछ इस प्रकार के पत्र अथवा ज्ञापन पंजाब के कुछ उच्च सरकारी अधिकारियों के द्वारा या व्यक्तियों के द्वारा मिले हैं कि उनके हल्फनामे दायर करने के अन्दर बाधा डाली जा रही है, यदि हां, तो उस पर गृह मंत्रालय ने क्या कार्यवाही की है ?

The Minister of Home Affairs (Shri Nanda): No, Sir. I am not aware of it.

श्री यशपाल सिंह : क्या यह सही है कि पंजाब के चीफ मिनिस्टर साहब अपने आफिस का इम्फ्लुएंस लोगों के ऊपर डाल रहे हैं ताकि वे उनके खिलाफ गवाहियां न दें ? अगर यह सही है तो जब तक दास आयोग इस मामले को कंसिडर कर रहा है क्या यह ठीक नहीं होगा कि उनको इस पद से अलग किया जाए ?

श्री हरि विष्णु कामत : वह मेरा प्रश्न भी था ।

अध्यक्ष महोदय : इतने का ही जवाब दे दिया जाए कि क्या ऐसी कोई रिपोर्ट आई है कि चीफ मिनिस्टर साहब दखल दे रहे हैं ताकि लोग गवाहियां न दें ।

Shri Nanda: The Home Ministry has not received any such information.

Shri Warior: Has the Commission got all the papers necessary for its inquiry or has there been any obstruction in having them?

Shri Nanda: Naturally, no obstruction will be placed by anyone.

Shri Kapur Singh: Is there any time limit now fixed for the conclusions of the labours of this Commission? Has it been ensured that proper and ample time will be given to Mr. Justice Das to complete his inquiry with impartiality and propriety?

Shri Hajarnavis: The time has been extended to the 1st April 1964. As we all know, Mr. Justice Das is a very thorough and conscientious Judge and all the time he requires and all the facilities he requires to come to his conclusions will certainly be given.

Shri Hem Barua: May I know if it is a fact that a no-confidence motion has been tabled against the hon. Speaker of the Punjab Legislative Assembly simply because he gave an affidavit before this Das Commission; if so, what steps Government have taken to see that people who are honest in their views about the whole affair to give affidavits or evidence are not being maligned?

Mr. Speaker: I am sorry it cannot be allowed, it is not relevant.

Shri Bade: Why can it not be allowed?

Mr. Speaker: Hon. Members know very well, much better than myself, the form in which a supplementary can be put, and particularly that it should be relevant to the question.

Shri Tyagi In view of the fact that the Home Minister was pleased the other day to make a statement with regard to cases in which politicians and Ministers are concerned,—he has laid down a definite policy to deal with such cases—may I know if that will apply to this case also?

Mr. Speaker: That would be seen.

Shrimati Savitri Nigam: May I know whether the Home Minister has received information that a number of

hired people who had gone to give affidavits in the court fled away after they were cross-examined?

Shri Nanda: No, Sir.

Shri Hari Vishnu Kamath: Is it a fact that even after the Commission of Inquiry was appointed, the Prime Minister made certain statements commending the conduct of the Chief Minister of Punjab, and if so, are there reasons to suspect that this might in any way influence the course of the enquiry in progress?

Shri Tyagi: That was his personal opinion.

Shri Hari Vishnu Kamath: They were statements made by him as Prime Minister.

Shri Nanda: No, Sir.

Mr. Speaker: Next question. Shri Harish Chandra Mathur, Dr. L. M. Singhvi—Absent. Next question, Shri Shree Narayan Das.

Hon. Ministers should be ready with their answers for the next question.

Economic Service Pool

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*306. **Shri Shree Narayan Das:**
Shri Yashpal Singh:
Shri Krishnapal Singh:
Shri P. C. Borooah:
Shri Bhagwat Jha Azad:
Shri Bibhuti Mishra:
Shri Vishwa Nath Pandey:

Will the Minister of **Home Affairs** be pleased to state:

(a) whether the proposal to create an Economic Service Pool has been finalised; and

(b) if so, the main features of the Scheme evolved?

The Minister of State in the Ministry of Home Affairs (Shri Hajarnavis): (a) No Sir.

(b) Does not arise.

International Congress of Orientalists

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*307. **Shri Bhagwat Jha Azad:**
Shri Sidheshwar Prasad:
Shri Rameshwar Tantia:
Shri Swell:
Shri E. Madhusudan Rao:

Will the Minister of **Petroleum and Chemicals** be pleased to state:

(a) whether India participated in the Commemoration of the 26th International Congress of Orientalists;

(b) if so, in what ways; and

(c) which other countries participated in that Congress and the main subjects discussed?

The Minister of Petroleum and Chemicals (Shri Humayun Kabir): (a) to (c). At India's invitation, the 26th session of the International Congress of Orientalists was held at New Delhi from 4th to 10th January, 1964. Delegates from 49 countries participated in the Congress; and subjects ranging from history to philosophy, philology, linguistics, archaeology, anthropology, religion, art, and the social sciences were discussed at the Congress which was divided into ten sections. A set of the publications brought out on the occasion of the Congress has been sent to the Library of Parliament.

Shri Bhagwat Jha Azad: May I know whether among the subjects [illegible] special item concerning Indian history was discussed in this Congress?

Shri Humayun Kabir: There was a section on Indology which was divided into five sub-sections, and almost all aspects of Indian culture and history were discussed in one way or another during the session of the Congress.

श्री सिद्धेश्वर प्रसाद : कांग्रेस में इंडोलोजी पर जो लेख पढ़े गए, क्या वे लेख पुस्तक के रूप में भारत सरकार द्वारा प्रकाशित किए जाएंगे, यदि हां, तो कब तक और किस रूप में ?

Shri Humayun Kabir: The proceedings are now being scrutinised. Many of the papers have not been received yet. When the papers have been received and have been edited, we propose to bring them out as a series of publications.

Shri Swell: This Congress of Orientalists was founded in the year 1873, about hundred years ago. Why has it taken India about one hundred years to be the host to this Congress? Does it mean that this country is not interested in these studies?

Shri Humayun Kabir: India has participated in the Congress for many years. This was the first time it was invited to India.

Shri Hem Barua: May I know if the attention of Government was drawn to a criticism that by inviting a very large number of delegates, good, bad and indifferent, to this Congress, or rather overcrowding it and thus reducing it to a jamboree,...

Mr. Speaker: Order, order.

Shri Hem Barua: There was a criticism like that.

Shri Hari Vishnu Kamath: He refers to press criticism.

Shri Hem Barua: I will put it in a different form. May I know if the attention of Government was drawn to a criticism to the effect that by overcrowding this Congress with delegates, serious scholastic discussion was prevented; if so, what is the actual position?

Mr. Speaker: That is good.

Shri Humayun Kabir: The conference was divided into 14 sections, and all serious scholars took part in serious discussions, but if any one was shut out and had not been allowed to participate in the conference, I am sure the hon. Member would have been the first to object.

Mr. Speaker: His question was different: on account of inviting too many delegates the subjects were not discussed properly and people could not get opportunities.

Shri Humayun Kabir: I would submit that I have replied to it by saying that all serious scholars took part in the serious discussions. There are of course always on the fringe some people who had more pretensions than scholarship.... *(Interruptions)*.

श्री शिव नारायण : मैं यह जानना चाहता हूं कि इस कांफरेंस में कितने आदमी गये थे और इस पर कितना रुपया खर्च हुआ ।

श्री हुमायुन कबिर : हिन्दुस्तान में यह कांफ्रेंस हुई इसलिये बाहर जाने का कोई सवाल ही इसमें नहीं है । १२०० से ज्यादा और आब्जर्वर डेलीगेट्स थे जिनमें से ६०० से ज्यादा हिन्दुस्तान के बाहर से आये थे, इसलिये भारत का रुपया हिन्दुस्तान में ही खर्च हुआ ।

Shri Bade: What is the total expenditure which Government incurred in connection with this conference and is the result commensurate with the expenditure?

Shri Humayun Kabir: We do not yet know the total expenditure as the accounts are still being finalised; it will take another month or two. But the grant made by the Government was about Rs. 6 lakhs. The grant by UNESCO was 10,000 dollars and by the CIPSH, an international society for humanistic studies 4,000 dollars.

Shri Kapur Singh: In the light of the profound deliberations of this

conference, are the Government now in a position to inform this House whether the Qutab Minar was built by Qutab-ud-din Aibek or it is of Hindu origin?

Shri Humayun Kabir: The consensus of opinion was that the suggestion made by hon. Member is not acceptable to any serious scholar.

Shri Indrajit Gupta: Sir, is it correct to allot this subject of international Congress of Orientalists to the Ministry of Petroleum and Chemicals. Will it not create a bad impression abroad?

Mr. Speaker: We can discuss this matter sometime later..... (*Interruptions.*)

Shri Hem Barua: There was an innuendo in the reply of the hon. Minister when he said that there were some scholars on the fringe. I would like to know why is it that he has invited some scholars who were on the fringe?

Mr. Speaker: Sometimes we may be disillusioned after coming into contact with them.

Shri Sham Lal Saraf: Apart from orientalists who represented India in this conference, was an opportunity provided to the bright university students to attend this conference? Has Government helped them in that way?

Shri Humayun Kabir: The composition of the Conference is like this. There are full delegates: then there are associate who are registered Ph.D. students. Then there were observers members who were people interested in the subjects. This Congress has been in existence for almost a hundred years and the conditions and qualifications of membership are fixed in the constitution of the Congress itself. We cannot change them. Any scholar who is interested and who pays membership fees can become a member and if we had prevented anyone there would have been protests from all over the world.

Education as a Concurrent Subject

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*308. **Shri Maheswar Naik:**
Shri Bhagwat Jha Azad:
Shri Subodh Hansda:
Shri M. L. Dwivedi:
Shri Sidheshwar Prasad:
Shri Hem Barua:
Shri Yashpal Singh:
Shri Umanath:
Shri Sezhiyan:
Shri Surendranath Dwivedy

Will the Minister of **Education** be pleased to state:

(a) whether Government have by now been able to assess the opinion of the State Governments in regard to making 'Education' a Concurrent Subject; and

(b) if so, the result thereof?

The Minister of Education (Shri M. C. Chagla): (a) and (b). The Committee of M.P.'s set up by the Ministry of Education under the Chairmanship of Shri P. N. Sapru to examine the provisions of the Constitution regarding Higher Education has issued a questionnaire, amongst others, to State Governments. Some replies have been received and are under examination of the Committee.

Shri Maheswar Naik: May I know in what way the reorientation of or greater efficiency in the field of education is likely to be brought about if education is brought under the concurrent list of the Constitution?

Shri M. C. Chagla: What we are aiming at is co-ordination and uniformity and what Shri Sapru's Committee is considering is whether under entry No. 66 in the Union List which is already in the Constitution, that can be achieved without education being under the concurrent list.

Shri Maheswar Naik: May I know in what way the different States have opined in respect of bringing education under the concurrent list?

Shri M. C. Chagla: I have had discussions with two or three State Governments; some States are in favour; some are doubtful and some are considering. So, no positive results have been arrived at so far.

Shri Bhagwat Jha Azad: In view of the fact that in certain States the autonomy of universities is being reduced to naught, may I know whether the Education Minister will take early steps in this regard to see that education is brought under the concurrent list?

Shri M. C. Chagla: I do not accept the suggestion that the autonomy of the universities is today brought to naught. I am a great believer in the autonomy of universities. I am sure what the hon. Member suggests is not correct.

श्री सिद्धेश्वर प्रसाद : क्या सरकार का ध्यान इस बात की ओर गया है कि राधाकृष्णन कमिशन ने सिफारिश की थी कि उच्चतर की शिक्षा को कांकरेंट विषयों में रखना चाहिये, और उसके बाद स्थितियों में जो परिवर्तन हुआ है उस पर विचार करने के लिए क्या सरकार किसी उच्चस्तरीय आयोग की स्थापना करेगी और इस सम्बन्ध में जल्दी कोई निर्णय करेगी ।

श्री मु० क० चागला : मुझे मालूम है कि डा० राधाकृष्णन ने क्या सिफारिश की है । मेरा भी यही खयाल है कि यह सब्जेक्ट कांकरेंट होना चाहिये । मगर यह बड़ा मुश्किल सवाल है और थोड़े दिनों में इसका रेजल्ट आना कठिन है ।

Shri Hem Barua: May I know if the attention of Government is drawn to a recent demand for the appointment of a Grants Commission for secondary education on the lines of the University Grants Commission so as to make secondary education uniform in pattern and, if so, may I know what is the reaction of the Government to this demand?

Shri M. C. Chagla: My attention has just been drawn to it that there is a demand and that there should be a Grants Commission with regard to secondary education similar to the University Grants Commission. My own reaction is very favourable, but the problem is one of finance and other technical difficulties.

श्री यशपाल सिंह : क्या यह सही है कि इस सम्बन्ध में रामास्वामी मुदालियर कमेटी ने यह रिपोर्ट दी है कि बगैर स्टेट गवर्नमेंट्स की सिफारिश के और बगैर उनसे मशवरा किये हुए इस मामले में कोई डिसीजन न लिया जाए । यदि हां, तो इसमें कितनी देर लगेगी ।

श्री मु० क० चागला : आपको मालूम है कि जब तक मैजारिटी आफ दि स्टेट्स किसी चीज को कबूल न करें तब तक कांस्टिट्यूशन में कोई चेंज नहीं हो सकता ।

श्री यशपाल सिंह : कितनी देर लगेगी ?

श्री मु० क० चागला : मुझे आशा है कि ६ या ८ महीनों में सब स्टेट्स का विचार मालूम हो जायेगा ।

Shrimati Savitri Nigam: May I know what are the terms of reference given to the Sapru Committee, when the Committee was formed and when it will submit its final report?

Shri M. C. Chagla: I have got the terms of reference here.

Mr. Speaker: Is it a long one?

Shri M. C. Chagla: No, Sir. The terms of reference are: to examine the provisions of the Constitution regarding the responsibility of the Central Government in the field of higher education with a view to finding out the extent to which the Centre could assume greater responsibility in this respect and to suggest appropriate steps to be taken for the purpose. With regard to the other part of the question, the Committee is continuing its deliberations. I have been

impressing upon the Committee to let me have the report as soon as possible, and I hope that we shall get the report within two or three months.

श्री द्वा० ना० तिवारी : क्या मैं जान सकता हूं कि क्या यह बात सही है कि इंटर यूनिवर्सिटी बोर्ड ने बिहार की चन्द यूनिवर्सिटियों को मान्यता इसलिये नहीं दी कि वहां यूनिवर्सिटियों में अटानमी नहीं है और गवर्नमेंट बहुत ज्यादा हस्तक्षेप करती है यूनिवर्सिटियों के एडमिनिस्ट्रेशन में ?

Shri M. C. Chagla: I am not aware of that, Sir.

डा० गोविन्द दास : अभी माननीय मंत्री जी ने कहा कि इस सम्बन्ध में सब राज्यों को लिखा गया है और कुछ ने उत्तर दे दिया है। कुछ पक्ष में हैं और कुछ विपक्ष में हैं। मैं जानना चाहता हूं कि कितने राज्यों से उत्तर आया है और उन में से कौन-कौन से इस के पक्ष में हैं और कौन-कौन से विपक्ष में।

Shri M. C. Chagla: I would like to have notice of that question.

Standard of University Education

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*309. **Shri Yashpal Singh:**
Shri P. C. Borooah:
Shri Warior:
Shri Sideshwar Prasad:
Shri Onkar Lal Berwa:
Shri Shashi Ranjan:

Will the Minister of **Education** be pleased to refer to the reply given to Starred Question No. 511 on the 11th December, 1963 and state:

(a) whether the Committee set up to undertake a study of the standard of university education has since submitted its report:

(b) if so, its main observations and recommendations; and

(c) if not, when the report is expected and at what stage their study stands at present?

The Minister of Education (Shri M. C. Chagla): (a) No, Sir.

(b) Does not arise.

(c) The Committee has held four meetings so far and has visited certain universities for exchange of views. The Committee has also received replies from a large number of universities to the two questionnaires issued by it and is expected to submit its report during the course of this year.

श्री यशपाल सिंह : क्या मैं जान सकता हूं कि जैसे माननीय शिक्षा मंत्री जी ने और कई कमेटियों को एबालिश कर दिया है, वह इस कमेटी को भी एबालिश करने की सोच रहे हैं ताकि सरकार इसके काम को अपने हाथ में लेकर कर दे, क्यों कि यह कमेटी दो-दो और तीन तीन साल का समय ले रही है ?

श्री मु० क० चागला : यह कमेटी एबालिश नहीं की जा सकती। यह बहुत जरूरी कमेटी है और अच्छा काम कर रही है, और हम आशा करते हैं कि इसकी रिपोर्ट इस साल के दरम्यान आ जाएगी।

श्री यशपाल सिंह : कब तक इस कमेटी द्वारा काम पूरा किए जाने की उम्मीद की जाए। ये लोटस ईटर्स बैठे हैं और काम नहीं करते। यह इसको कब तक पूरा कर देंगे ?

Mr. Speaker: Order, order.

Shri Kapur Singh: May I know whether the basic approach of this Government towards the problem of university education is the classical one, namely, that it is the privilege of the worthy or the democratic socialist one, that, it is a fundamental right of every free citizen?

Shri M. C. Chagla: I am definitely of the opinion that every young man and woman in this country who wants university education should be given university education. That is the right of the citizen.

Shri Warior: May I know whether the Government expect some interim report from this committee, so that at

least some steps may be taken in the interim period before finalising the entire report?

Shri M. C. Chagla: I am sure the hon. Member realises that this is a committee appointed by the University Grants Commission and not by the Ministry. The University Grants Commission is considering this question.

श्री सिद्धेश्वर प्रसाद : क्या यह कमेटी इस बात पर भी विचार करेगी कि हमारी परीक्षाओं में काफी फेल्योर्स होते हैं और इससे जो वेस्टेज होता है उसे कैसे दूर किया जाए ?

Shri M. C. Chagla: I hope it will, because that is also an important question. Failure and wastage is a national loss.

Shri Ranga: In many European countries, when one addresses university students in English, one is understood by the students. But there have come to be universities and colleges in our country where when one addresses them in English, one has to be translated into the local language.

Shri M. C. Chagla: I am painfully aware of that problem and that is the problem of the medium of instruction in the universities. We have the medium in English. But with the standards of English going down in the secondary schools and high schools, we have reached a situation today where the students cannot follow an address in English. I entirely agree with the hon. Member, and it is a very serious state of affairs.

Shri H. N. Mukerjee: In view of the fact that, by legislation, the University Grants Commission is enjoined to see to the promotion of standards and the maintenance of standards, may I know if, in the meantime, quite apart from the report of this committee, the University Grants Commission has given satisfaction to the Ministry regarding its work in so far as the promotion of standards is concerned?

Shri M. C. Chagla: I must say that the University Grants Commission has done an excellent job.

श्री सरजू पाण्डेय : मैं यह जानना चाहता हूं कि इस कमेटी के कुल कितने सदस्य हैं और अब तक इस कमेटी की कितनी बैठकें हो चुकी हैं, और टी० ए० और डी० ए० पर कुल कितना रुपया खर्च हो चुका है ?

श्री मु० क० चागला : कितना रुपया खर्च हो चुका है, मैं नहीं कह सकता । अगर माननीय सदस्य इसका जवाब चाहते हैं तो इसके लिए अलग से नोटिस दें ।

डा० गोविन्द दास : क्या यह कमेटी इस बात पर भी विचार कर रही है कि विश्वविद्यालयों की शिक्षा का स्तर जो गिर रहा है उसका कारण यह है कि विश्वविद्यालयों में शिक्षा का माध्यम एक विदेशी भाषा है, और उसके स्तर को सुधारने के लिए यह आवश्यक है कि विश्वविद्यालय की शिक्षा मातृ भाषा में दी जाए ?

श्री मु० क० चागला : यह बहुत बड़ा सवाल है । मैं कबूल करता हूं कि अंग्रेजी में शिक्षण देना मुश्किल है, मातृ भाषा में देना सहल है । लेकिन इस सवाल के साथ आपको यह भी खयाल रखना चाहिये कि हमें देश में एकता रखनी है । मातृ भाषा के सवाल के साथ हिन्दुस्तान की एकता का सवाल भी जुड़ा है ।

डा० गोविन्द दास : इस लिए हिन्दी में शिक्षा दी जाए ?

श्री मु० क० चागला : जी हां, हिन्दी में दी जाए ।

Shrimati Savitri Nigam: May I know whether this Committee has also been entrusted with the work of rehabilitation and re-employment of those third divisionals who are in a very large number seeking employment in vain?

Shri M. C. Chagla: I do not see how this question arises out of this.

Mr. Speaker: It does not—let us go to the next question.

Shri H. N. Mukerjee: Sir, the Minister has made a statement which seems to reflect on the Government policy in regard to the language medium and national integration. Do we understand the Minister, for example, to mean, from what he has said—can I ask that question, Sir?

Mr. Speaker: Not at this moment.

All India Services Examination System

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*310. **Shri Warior:**
Shri Daji:
Shri Vasudevan Nair:
Shri Ram Harkh Yadav:

Will the Minister of **Home Affairs** be pleased to refer to the reply given to Unstarred Question No. 1870 on the 18th December, 1963 and state:

(a) whether Government have since constituted the Committee to go into the question of modification of existing system of examination for recruitment to All India Services; and

(b) if so, the terms of reference of the Committee?

The Minister of State in the Ministry of Home Affairs (Shri Hajarnavis): (a) and (b). Government have come to the conclusion that there is no need to appoint a committee as after very careful examination of the matter marks for the Personality Test have already been reduced, and a review of the subjects and the syllabi for the written part of the examination has been taken up by the UPSC in consultation with academic men of standing. Whatever changes are necessary would be made in the light of the result of this review.

Shri Warior: May I know in what direction the Government contemplates to have modifications of the present system of examination and selection?

Shri Hajarnavis: One modification which has already been announced is that for the IAS the marks for personality test have been reduced from 400 to 300 and for the IPS from 300 to 200. As regards re-arrangement of syllabi etc., we are awaiting the recommendations after examination by the UPSC.

Shri Warior: May I know whether the question of language also has been taken up, whether Hindi is to be insisted upon or whether English should continue to have the same facility?

Shri Hajarnavis: English will certainly continue. The question of having Hindi as an alternative medium of examination is certainly in our consideration, and it will very probably come through in the near future.

Shri Swell: The Minister has just said that the marks for personality test in these examinations have been reduced. Am I correct in assuming that Government does not consider personality very important for the efficiency of the administration?

Shri Hajarnavis: That is certainly very important. The question is of the relation that it should have to the marks which are assigned for the written test. An opinion was expressed many times in this House that the marks allotted form too large a component of the total marks.

श्री द्वा० ना० तिवारी: क्या गवर्नमेंट के ध्यान में यह बात आयी है कि कांस्टीट्यूशन के डाइरेक्टिव के अनुसार कुछ राज्यों ने रीजनल लैंग्वेज में शिक्षा देने की पद्धति अपने यहां चालू कर दी है, जैसे कि बिहार और उत्तर प्रदेश में मातृ भाषा के माध्यम से शिक्षा दी जाती है। इन राज्यों के विद्यार्थी परीक्षाओं में अंग्रेजी में उत्तर नहीं दे सकते। क्या सरकार ने इसके लिये कोई आदेश जारी किया है ताकि इन राज्यों के विद्यार्थियों को इन परीक्षाओं में न्याय मिल सके ?

श्री हजरनवीस : जैसा कि मैं पहले बता चुका हूं, यह बात मानली गयी है कि अंग्रेजी के साथ साथ हिन्दी माध्यम में भी परीक्षाएं ली जाएं, और इसके बारे में जल्दी ही निर्णय होगा ।

Shri P. Venkatasubbaiah: May I know whether, if the Government contemplates having Hindi also for these All-India Services examinations, it will not be a disqualification or a debarment for the non-Hindi speaking people?

The Minister of Home Affairs (Shri Nanda): This question is being dealt with separately from the subject matter of the present question. The UPSC is dealing with it, and we shall be in a position to give a proper answer later on.

श्री गहमरी : उत्तर प्रदेश और बिहार में अंग्रेजी का जो इम्तिहान होता है वह भी हिन्दी के माध्यम से होता है । लेकिन दसवां दरजा पास करके जो विद्यार्थी रेलवे बोर्ड या पोस्ट आफिस की प्रतियोगिता परीक्षाओं में बैठते हैं वहां प्रश्नों का उत्तर अंग्रेजी में देना लाजिमी है । ऐसा वे कैसे कर सकते हैं । वे तो हमेशा हिन्दी में ही उत्तर देते रहे हैं । क्या इस पर सरकार विचार कर रही है ?

अध्यक्ष महोदय : विचार हो रहा है, आप इंतजार कीजिए ।

Shri Hem Barua: May I know if it is a fact that in all the personality tests that are being conducted in English, even English accent and English dress are being taken into account? If so, may I know what step Government has taken to remove this anomaly?

Shri Nanda: The personality test has its importance in relation to the functions that are to be performed. Therefore, a modification was made regarding the importance of the personality test in relation to the total or aggregate mark. Regarding the question as to how the personality test is conducted, certainly it would be conducted in a manner which would bring out the exact capability and aptitude of the candidates.

Mr. Speaker: The hon. Member wanted to know whether English dress and accent are also taken into account.

Shri Tyagi: We want to know whether dhoti is a disqualification.

Shri Hajarnavis: I had a conversation with the Chairman of the UPSC and he assured me that no additional mark is given for correct pronunciation. The candidate will get good marks provided he can express himself adequately.

Shri Ranga: May we have an assurance from the hon. Minister that too much of stress on the local language would not destroy the all-India nature and character of this All India Service?

Shri Nanda: That does not arise, so far as this question is concerned.

Shri Ranga: It arises out of the answer given by the hon. Minister of State to one of the supplementaries where I understood him to say—it may be that I have misunderstood him—that regional languages are also being taken into consideration as one of the qualifications for the all-India services.

Shri Nanda: I said that that question is being considered and dealt with separately.

श्री शिव नारायण : क्या मैं जान सकता हूं कि सरकार पर्सनल लिटी टैस्ट में फौरन ड्रेस जैसे कोट, नैकटाई आदि को बैन करने के बारे में विचार कर रही है और उम्मीदवार लोग केवल नेशनल ड्रैस में ही उन में आयें क्या सरकार कोई ऐसा आदेश देने जा रही है ?

अध्यक्ष महोदय : माननीय सदस्य चाहते हैं कि अगर नेशनल ड्रैस के अलावा कोई उम्मीदवार दूसरी किसी पोशाक में चल जाये तो उसे पर्सनालिटी टैस्ट से डिबार कर दिया जाय ।

श्री तुलशीदास जाधव : आल इंडिया सर्विसेज में शैड्यूल्ड कास्ट्स और बैकवर्ड क्लासेज का जो परसेंटेज रखा गया है वह भर दिया है या नहीं और अगर वह नहीं भरा है तो उनको पूरा करने के लिये सरकार क्या करने जा रही है ?

श्री हजरनवीस : मेरे ख्याल में इस साल और पार साल दानों सालों में उनका परसेंटेज बढ़ा है । सरकार ने उनके परसेंटेज को बढ़ाने के उद्देश्य से ही उनको ट्रेनिंग देने के लिये इलाहाबाद में एक ट्रेनिंग स्कूल खोला है और उसी तर्ज़ से बंगलोर में भी एक स्कूल खोला गया है । वहां पर जो शैड्यूल्ड कास्ट्स और शैड्यूल्ड ट्राइब्स के लड़के तालीम पाते हैं वे जब इम्तहान में बैठते हैं तो पास हो जाते हैं ।

Soviet Delegation's Visit to India

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*311: **Shri B. P. Yadava:**
Shri Dhaon:
Shri Bishanchander Seth:
Shri Yashpal Singh:

Will the Minister of **Education** be pleased to state:

(a) whether it is a fact that a 3-Member Soviet Delegation consisting of writers and historians visited India recently;

(b) if so, the manner in which their visit proved helpful to India;

(c) the number of places they visited in India; and

(d) whether any similar delegation from India is going to Russia; and if so, when?

The Minister of Education (Shri M. C. Chagla): (a) Only one Soviet Historian visited India during December, 1963, under the Indo-Soviet Cultural Exchange Programme.

(b) The purpose of the Indo-Soviet Cultural Exchange Programme is to promote and strengthen friendly relations which exist between the two countries. Every such visit is expected to contribute towards that end.

(c) Besides Delhi, Bombay and Poona which he visited under the Exchange Programme he also visited Mathura and Agra under the programme arranged by the XXVI INTERNATIONAL CONGRESS OF ORIENTALISTS in which also he participated.

(d) A 3-member delegation of Indian writers visited the USSR in October-November, 1963.

श्री भी० प्र० यादव : श्रीमन्, जैसा कि मंत्री महोदय ने कहा कि इस तरह के शिष्टमंडल से लाभ पहुंचा है तो मैं जानना चाहता हूं कि क्या अन्य देशों से भी कुछ ऐसे शिष्टमंडल बुलाने का इरादा है, यदि है तो वह शिष्टमंडल किन किन देशों से आयेगा ?

शिक्षा मंत्री (श्री मु० क० चागला) : बहुत से देशों के साथ हमारा ऐस कलचरल और साइंटिफिक एग्रीमेंट है । जिन जिन देशों के साथ हमारा इस तरह का एग्रीमेंट है वहां से हमारे यहां स्कालर्स और प्रोफेसर्स आ येंगे और हिन्दुस्तान से हम रे स्कालर्स और प्रोफेसर्स वहां उन देशों में जायेंगे

श्री तुलशीदास जाधव: यह जो सोवियट डेलीगेशन यहां आया था और यहां से भी वहां डेलीगेशन गया था तो मैं यह पूछना चाहता हूं कि बाहर से जो डेलीगेशन यहां आते हैं वह वापिस जाने के बाद रिपोर्ट करते हैं या नहीं, यदि वह रिपोर्ट देते हैं तो वह रिपोर्ट यहां हमें मिलेगी या नहीं ?

श्री मु० क० चागला : अब वह रिपोर्ट करते होंगे तो खुद की गवर्नमेंट को, खुद की

सोसाइटी को और खद की आगनाइजेशन को करते होंगे ।

अध्यक्ष महोदय : जब हमारे वहां के स्कालर्स राइटर्स और हिस्टोरियंस दूसरे देशों में जाते हैं तो क्या वह वापिस आ कर हमें रिपोर्ट देते हैं ?

श्री मु० क० चागला : मैं इस विभाग में नया आया हूं और मुझे मालूम नहीं है कि वह रिपोर्ट देते हैं या नहीं देते हैं ।

श्री यशपाल सिंह : यह लोग जो आये थे वह किसी एकैडैमिक परपज को लेकर आये थे पोलिटिकल परपज को लेकर आये थे ?

श्री मु० क० चागला : कलचरल एग्रीमेंट में कोई पोलिटिकल परपज नही है । साइंटिफिक या कलचरल परपज के अलावा और कोई दूसरा परपज नहीं है ।

श्री राम सहाय पांडेय : सांस्कृतिक मंडल के आदान प्रदान के सम्बन्ध में क्या संसद् सदस्यों को भी उसमें कोई स्थान देने की योजना है ?

Shri M. C. Chagla: Yes; if they are qualified, they would be.

Committee on Traffic Congestion in Delhi

*312. **Shri Shiv Charan Gupta:** Will the Minister of **Home Affairs** be pleased state:

(a) the main recommendations of the Committee appointed by his Ministry to suggest steps to ease traffic congestion in Delhi; and

(b) which of the recommendations have been implemented and which of them are likely to be implemented during the Third Plan period?

The Minister of State in the Ministry of Home Affairs (Shri Hajarnavis): (a) The main recommendations are given in the Statement placed on the Table of the House. [*Placed in Library. See* No. LT-2397/64].

(b) These are under consideration in consultation with the concerned Ministries, Delhi Administration and the Municipal bodies.

Shri Shiv Charan Gupta: During the last four or five months, from September to January or February, a large number of prosecutions had been launched against offenders of traffic laws. I want to know the total number of prosecutions and how many of them were in respect of trucks and buses.

Shri Hajarnavis: That information is not with me presently. If he writes to me, I will give him the information.

Shri Shiv Charan Gupta: In the Master Plan a provision has been made for developing Bela Road, Azadpur and Rohtak Road sides for parking sites and for removing congestion from the City, Sabzi Mandi and Karol Bagh areas. Because it is not clear from the recommendations whether there is any proposal to develop these sites, I want to know whether there is any proposal to develop these sites.

Mr. Speaker: That also is a matter of detail.

Shri Sham Lal Saraf: Last year in reply to one of the questions it was stated that in order to ease the traffic congestion in the City, there will be a ring railway; that will be one of the things that will stop it. May I know if that project is still on and will be completed by some time; if so, by when?

Shri Hajarnavis: Yes, Sir; it is under the consideration of the Railway Ministry.

Shrimati Savitri Nigam: Very good research work has been done in the Road Research Institute. I want to know whether the recommendations and the findings of the Road Research Institute have been implemented so far or not.

Shri Hajarnavis: That information was probably available to this committee when it was considering the matter. As far as I remember, it was available to the Committee. But if we have not taken advantage of it, we take the information and will certainly profit by it.

राज्यों में त्रिवर्षीय स्नातक पाठ्यक्रम

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*३१३. **श्री सिद्धेश्वर प्रसाद :**
श्री महेश्वर नायक :
श्री प्र० रं० चक्रवर्ती :
श्रीमती सावित्री निगम :

क्या **शिक्षा** मंत्री ४ दिसम्बर, १९६३ के अतारांकित प्रश्न संख्या १०९१ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) त्रिवर्षीय स्नातक पाठ्यक्रम का स्तर ऊंचा उठाने के लिए इस बीच क्या कदम उठाये गये हैं तथा किन राज्यों में ये कदम उठाये गये हैं; और

(ख) जिन राज्यों में यह पाठ्यक्रम लागू नहीं किया जा सका है वहां इस दिशा में क्या प्रगति हुई है ?

शिक्षा मंत्री (श्री मु० क० चागला) : (क) जी, कोई नहीं, क्योंकि २९ से ३१ दिसम्बर, १९६३ तक वाराणसी में हुई भारतीय अन्तर्विश्वविद्यालय बोर्ड की बैठक की कार्यवाहियां अभी तक प्राप्त नहीं हुई हैं। इस बीच, विश्वविद्यालय अनुदान आयोग, (i) अध्यापक-विद्यार्थी अनुपात में सुधार, प्रयोगशालाओं को सुदृढ़ करने और पुस्तकालयों को पुस्तकों से भरपूर करने के लिए सहायता दे कर, (ii) सेमिनारों और ग्रीष्म संस्थानों के आयोजन कर के, (iii) कालेज अध्यापकों के वेतन-मानों में सुधार कर के, और (iv) विशेषज्ञ समितियों द्वारा पाठ्य-विवरणों का पुनर्विलोकन कर के त्रिवर्षीय स्नातक पाठ्यक्रम के स्तर को उन्नत करने के प्रयत्न करता रहा है।

(ख) केवल उत्तर प्रदेश सरकार ने ही त्रिवर्षीय स्नातक पाठ्यक्रम लागू नहीं किया है। उत्तर प्रदेश सरकार द्वारा नियुक्त, उत्तर प्रदेश विश्वविद्यालय शिक्षा समिति ने राज्य सरकार से त्रिवर्षीय पाठ्यक्रम को अपनाने की सिफारिश की है। राज्य सरकार इस पर विचार कर रही है। इस के अतिरिक्त महाराष्ट्र में बम्बई विश्वविद्यालय भी पुरानी पद्धति को ही अपनाए हुए है, क्योंकि यह विश्वविद्यालय शैक्षिक कारणों से त्रिवर्षीय पाठ्यक्रम लागू करने के लिए सहमत नहीं था।

[(a) None Sir. Because the proceedings of the meeting of Inter-University Board of India held at Varanasi on December 29-31, 1963 have not been received yet. Meanwhile, the University Grants Commission continues to raise the standard of the three-year degree course (i) by providing assistance to improve the teacher pupil ratio, to strengthen laboratories, to replenish libraries, (ii) by organising seminars and summer institutes, (iii) by improving salary scales of college teachers, and (iv) getting the syllabuses reviewed by expert committees.

(b) The U.P. University Education Committee appointed by the Government of U.P., the only State Government which has not introduced the three-year degree course, has recommended to the State Government the adoption of the three-year degree course. The matter is under consideration of the State Government. Besides, the Bombay University in Maharashtra State continues to follow the old pattern because it did not agree to introduce the three-year degree course on academic grounds.]

श्री सिद्धेश्वर प्रसाद : अभी माननीय मंत्री जी ने त्रिवर्षीय स्नातक, पाठ्यक्रम के स्तर को ऊंचा करने के लिए जो सुझाव बताए हैं, उन में से एक यह है कि शिक्षकों के वर्तमान को ऊंचा किया जायेगा। मैं यह जानना चाहता हूं कि सरकार इस सम्बन्ध में क्या कदम उठा रही है ?

Shri M. C. Chagla: We have done many things, and I shall point out the most important ones. The first is the financial assistance. We have been giving 50 per cent of the expenditure incurred on any or all of the following items in the 720 colleges affiliated to the 36 universities, namely additional building accomdation, class room furniture, laboratory building, laboratory fittings, library books and scientific equipment. Then, we are giving recurring grants for appointment of additional full-time teaching staff. We are also giving assistance where there is loss in fee income due to fall in enrolment, and we are also giving assisance for additional contingencies. Then, we are helping them with regard to the review of the syllabuses. Review committees have been appointed and model syllabuses have been framed in certain subjects. Then, there is also the Standards Committee appointed by the UGC to which reference has been made earlier.

We are also trying to have seminars and summer schools and also salary revision of university and college teachers where we are paying a matching grant along with the State.

श्री सिद्धेश्वर प्रसाद : श्रीमन्, क्या सरकार के ध्यान में यह बात लाई गई है कि मैचिंग ग्रान्ट्स या ५० परसेंट रुपये के रूप में ग्रान्ट देने की जो व्यवस्था है, उसकी वजह से कई विश्वविद्यालय इस कार्यक्रम को पूरा नहीं कर पाते हैं और इस प्रकार अध्यापकों के वेतन क्रम को ऊंचा उठाने की योजना ज्यादातर कार्यान्वित नहीं हो पाती है, यदि हां, तो ऐसी स्थिति में इस कठिनाई को दूर करने के लिए सरकार क्या कदम उठा रही है ?

श्री मु० क० चागला : मुझे यह मुश्किल मालूम है कि जब मैचिंग ग्रान्ट का सवाल आता है, तो स्टेट्स ५० टका नहीं दे सकती हैं । हम ख्याल कर रहे हैं कि इस के लिए क्या किया जाये ।

Shri Tyagi: Let the Centre take over education also.

Shri Maheswar Naik: May I know whether it is a fact that some time back a conference of West Bengal college principals expressed itself very strongly against the continuance of the three year degree course, and if so, whether Government have done some re-thinking over it ?

Shri M. C. Chagla: I know the opinion of this meeting. There is some opposition to it. We are having an Education Ministers' conference again very soon, and we will reconsider this question. So far the policy of Government, supported by the UGC, is that the proper thing is to have the 3-year degree course.

Shrimati Savitri Nigam: Is the hon. Minister aware that UP has not been able to take up this 3-year degree course because of lack of money? If the answer is yes, what steps are being taken to assist it?

Shri M. C. Chagla: I have already pointed out what assistance we are prepared to give to any State which is prepared to put into execution this 3-year degree course.

Mr. Speaker: To those States which are not able to contribute 50 per cent, are Government going to give any special assistance?

Shri M. C. Chagla: The problem is this. If we give 100 per cent grant to one State, every State will say, 'Why not give it to us?'. It is a very big problem.

Shrimati Savitri Nigam: The problem of UP is different.....

Mr. Speaker: No, Madam.

Shri S. N. Chaturvedi: Do Government propose to make the system of tutorials and seminars compulsory in these colleges because in most of the

affiliated colleges, these are absent which accounts for deterioration of standards?

Shri M. C. Chagla: The view of the UGC is that tutorials and seminars are very useful adjuncts to higher education. It is not always easy to hold these, if the number of students in a college is very large. But there again, we are giving help to colleges which are prepared to adopt the tutorial system and the seminar system.

Shri H. N. Mukerjee: Could I know if the Committee appointed by the University Grants Commission to go into the question of standards is looking into this other question, as to how far the 3-year degree course has actually promoted or retarded the improvement of standards?

Shri M. C. Chagla: I am sure it will be, because the question is whether you have the 3-year degree or a 4-year degree course, as we have in Bombay University, or the system followed in UP. That will be one of the questions that will have to be considered with regard to standards.

Dr. Sarojini Mahishi: In view of the fact that a 15-year course from school to college has been generally accepted by almost all the States, may I know if some States are inclined to go back to the old course of 4 years instead of making the PUC 2 years?

Shri M. C. Chagla: One view is this, that instead of giving the fourth year to the school, it would be better if the college itself has all the four years, as we have still in Bombay University. This has got to be considered.

Shri Man Sinh P. Patel: As some States have not accepted the pattern of higher secondary education, I want to know whether by the introduction of the 3-year degree course the total period of secondary education and college education will be 11 years or 12 years.

Shri M. C. Chagla: At present, the pattern is 11 years secondary education and 3 years in college—**14 years** in all. That is the general pattern.

Shrimati Renuka Ray: Since the considered view of experts is that the 3-year degree course satisfies the requirements of the modern educational set-up, has Government not made up its mind finally about it?

Shri M. C. Chagla: We have made up our mind. Our view is that we should have the 3-year degree course, and for this important reason, that we want that the students who go to the university should be mature students. At present, students go up to that stage at too early an age. That is why we have the 11 year secondary education course, and then 3 years in the university.

Shri Sham Lal Saraf: As has been pointed out, some of the States have not adopted this pattern of secondary education and all States have not conformed to the pattern of the 3-year degree course. In the confusion thus created, how can inter-university standards be maintained? Also, what steps has Government taken to maintain standards?

Shri M. C. Chagla: The immediate action we want to take is co-cordination with regard to secondary education. To my mind, secondary education is the crux of the problem. If we can get all the States to accept one pattern of secondary education, we will solve the university problem also.

श्री किशन पटनायक : कौन-कौन सी स्टेट्स हैं जो हायर सैकेन्डरी का सिस्टम यानी ग्यारह साल वाला चलाने में असमर्थ हो रही हैं ?

Shri M. C. Chagla: I would like to have notice.

श्री बड़े : क्या यह सच है कि किसी स्टेट में थ्री यीअर डिग्री कोर्स है और किसी में फोर यीअर, किसी में हायर सेकेन्डरी के लिए ग्यारह क्लासिज होती हैं और किसी में उस से कम ? यदि हां, तो गवर्नमेंट सर्वेन्ट्स या एम०पीज० जो होते हैं जिन की बदली होती है या जो यहां चले आते हैं, उन के बच्चों को एडमिशन मिलने में जो दिक्कत है और जो इस से कन्फ्यूजन होता है, क्या उस की तरफ शासन का ध्यान गया है ?

श्री मु० क० छागला : पूरा ध्यान है । इसलिये मैं कहता हूं कि एक ही तरह का सैकेंडरी पैटर्न हिन्दुस्तान में होना चाहिए और तब ये सब मुश्किलें नाबूद हो जायेंगी ।

श्री सरजू पाण्डेय : उत्तर प्रदेश की सरकार थ्री यीअर डिग्री कोर्स को लागू करने के लिये तैयार नहीं है । मैं जानना चाहता हूं कि उत्तर प्रदेश सरकार की कठिनाइयां इस मामले में क्या हैं और क्या इस बात को देखते हुए कि उत्तर प्रदेश शिक्षा के मामले में सब से पिछड़ा हुआ है, सरकार ज्यादा ग्रान्ट देने के लिए तैयार है ?

अध्यक्ष महोदय : यह सवाल हो चुका है ।

श्री सरजू पाण्डेय : यह कहां आया है ?

अध्यक्ष महोदय : हो गया है । उत्तर प्रदेश कहता है कि हमारे पास पैसे नहीं है और ये देने के लिए तैयार नहीं हैं ।

श्री सरजू पाण्डेय : उत्तर प्रदेश को क्यों ज्यादा नहीं दिये जाते हैं?

Observations on Sun's Behaviour

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*314. { **Shri Hari Vishnu Kamath:** **Dr. L. M. Singhvi:** **Shri S. N. Chaturvedi:**

Will the Minister of **Education** be pleased to state:

(a) whether it is proposed to participate in the scientific observations on the Sun's behaviour during the International Quiet Sun Year (IQSY); and

(b) if so, the main features of scientific activity planned in that regard during the year?

The Minister of Education (Shri M. C. Chagla): (a) Yes, Sir.

(b) The Indian programme for the International Quiet Sun Year covers the following disciplines, namely:—

(i) Meterology

(ii) Geomagnetism

(iii) Airglow

(iv) Ionosphere

(v) Solar Activity

(vi) Cosmic Rays

(vii) Space Research and

(viii) Aeronomy.

This programme is being carried out in about fifty research stations spread all over the country.

Shri Hari Vishnu Kamath: Considering that the Sun is a vast, blazing, continually exploding, thermo-nuclear bomb, is not the phrase "Quiet Sun" a misnomer or a contradiction in terms, because a really quiet Sun will give the quietus to all life on this planet of ours, the earth?

Mr. Speaker: Does he want information and answer to some question, or only a philosophical discussion?

Shri Hari Vishnu Kamath: The Government has said just now that they are going to participate in the Quiet Sun Year. Is not the phrase "Quiet Sun" itself a misnomer, and if that be so, why are they participating in this at all, because, as you know very well, the Sun cannot be quiet?

Mr. Speaker: Because the name is not appropriate, we should dissociate ourselves?

Shri Hari Vishnu Kamath: What are the reasons for associating the Government with this programme of the Quiet Sun, what exactly does it mean? That is what I want to know.

Shri M. C. Chagla: I am in a position to explain it to the hon. Member. We had a similar scheme in 1957-58 when the Sun was very active. In contrast with that, the Sun is quiet now, and that is why the present year is called the Quiet Sun Year.

Shri Hari Vishnu Kamath: Has scientific research so far disclosed a cyclical phenomenon with regard to solar activity and so-called inactivity or quietness, and if so, has it also disclosed a connection, coincidental or otherwise, of such cycles with terrestrial calamities and events such as earthquakes, volcanic eruptions and even political unheavals? (*Interruptions*). I will explain it. I have been a student of science myself.

Mr. Speaker: He has put the question.

Shri Tyagi: It is astrology.

Shri Hari Vishnu Kamath: It is not astrology. I have read science and kept pace with developments.

Mr. Speaker: Sun's activity or quietness—has it any connection with political upheavals?

Shri Hari Vishnu Kamath: Please, Sir, my question is: Does this cyclical phenomenon disclose any connection with terrestrial events and calamities such as earthquakes, volcanic eruptions and even political upheavals?

Shri M. C. Chagla: May I clarify one matter so that there is no misunderstanding in the minds of hon. Members? This investigation scheme is purely scientific; we are not investigating into political upheavals.

Shri Hari Vishnu Kamath: He has not followed the question. I did not ask only about political upheavals. Has this cyclical phenomenon any bearing on or relation to volcanic eruptions and earthquakes and—I said—even political upheavals.

Mr. Speaker: When politics is drawn in, everything else is drowned.

Shri Hari Vishnu Kamath: That comes at the end—the tail-piece.

Mr. Speaker: Because it comes at the end, it drowns everything.

Shri Hari Vishnu Kamath: All right; you may omit politics if you like. Does this cyclical phenomenon show any bearing or relation, co-incidental or otherwise, with terrestrial events such as earthquakes, volcanic eruptions, etc.?

Shri M. C. Chagla: We shall know when the report is out.

Shri Hari Vishnu Kamath: What about the studies made so far? (*Interruptions*).....

Shri R. S. Pandey: With the difference of behaviour of the sun, a great invention was done in Bombay by Devi Dayal Sons, and they produced a solar cooker to cook food and save fuel; a big function was organised and a Cabinet Minister inaugurated that function. What is the achievement of the solar cooker? Is it popular?

Shri M. C. Chagla: This has no connection with solar cooker.

Oil Concession for India

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*315. **Shri Dinen Bhattacharya:**
Dr. U. Misra:
Dr. Ranen Sen:
Shri Onkar Lal Berwa:
Shri Umanath:
Shri P. C. Borooah:
Shri Surendra Pal Singh:
Shri Subodh Hansda:
Shri P. R. Chakraverti:
Shri Anjanappa:
Shri Rameshwar Tantia:
Shri Mohan Swarup:
Shri Bibhuti Mishra:

Shri K. C. Pant:
Shri N. R. Laskar:
Shri R. S. Pandey:

Will the Minister of **Petroleum and Chemicals** be pleased to state:

(a) whether the negotiations with the Iranian Government for securing oil concessions for India have been concluded; and

(b) if so, the result thereof?

The Minister of Petroleum and Chemicals (Shri Humayun Kabir): (a) Not yet, Sir.

(b) Does not arise.

Shri Dinen Bhattacharya: Is the Government contemplating to negotiate in that respect, and if so, by what time is it going to be undertaken?

Shri Humayun Kabir: Negotiations are continuing and have not yet been concluded.

Dr. Ranen Sen: Is there any truth in the report that the Government of India is trying to have some negotiations with the Governments of Iran and Kuwait for oil concessions?

Shri Humayun Kabir: The first part of the question has already been answered. So far as Kuwait is concerned, we are having negotiations.

Shri Hem Barua: Is it not a fact that the foreign oil companies operating their oil refineries in this country, are getting crude oil from the Middle-Eastern countries particularly at concessional rates, and if so, why is it that the same facilities are not available to the public-sector concerns in our country?

Shri Humayun Kabir: We did not have any agreements with them till now and we are therefore negotiating with them for this.

Shri Tulshidas Jadhav: What is India's requirement for consumption and how much of it is imported and how much is produced in India?

Shri Humayun Kabir: Petrol consumption has been increasing at a very fast rate. At the end of the Third Plan, it is expected to be about 16-17 million tons; it is an increase more than two-fold during the last 7-8 years. Of this, the crude production at present is over one million tons and by the end of the third Plan we expect it will be over five million tons. And naturally the difference between the two has to be covered by imported crude from outside.

WRITTEN ANSWERS TO QUESTIONS

Housing Problem of Harijans

*305. **Shri Harish Chandra Mathur:**
Dr. L. M. Singhvi:

Will the Minister of **Home Affairs** be pleased to state:

(a) whether Harijans have any grievance regarding their housing problem and whether any threat of all-India struggle has been given; and

(b) if so, Government's attitude in this regard?

The Deputy Minister in the Ministry of Home Affairs (Shrimati Chandrasekhar): (a) Government are doing everything possible to push the housing programme in the Backward Classes sector of the Plan. The problem is, however, big; and the pace of progress depends on a large number of factors. Any deficiency or grievance in the implementation of the programme brought to the notice of Government is carefully attended to. Government are not aware of any threat of an All-India struggle, apart from some newspaper reports which appeared some time back.

(b) Does not arise.

Merit-cum-Means Scholarships

***316. Shri Nambiar:** Will the Minister of **Education** be pleased to state:

(a) whether Government are considering the question of grant of an increased scholarship amount to the merit-*cum-means* scholarship-holders for technical studies in view of the rise in expenditure of students;

(b) whether Government have rejected the demand for the full fee-concession to these scholarship-holders;

(c) whether Government are providing them with free books which are very costly; and

(d) whether these scholars are being given expenses for educational tours as in cases of other class of scholarship-holders?

The Minister of Education (Shri M. C. Chagla): (a) No, Sir.

(b) No, Sir.

(c) No, Sir.

(d) Under the scheme, there is no provision for defraying expenses on educational tours.

Scheduled Caastes and Scheduled Tribes

*317. **Shri D. J. Naik:**
Shri Maheswar Naik:
Shri Subodh Hansda:
Shri S. C. Samanta:
Shri Surendranath Dwivedy:
Shri P. Kunhan:
Shri Ram Harkh Yadav:
Shri Basumatari:
Shri Vishwa Nath Pandey:

Will the Minister of **Home Affairs** be pleased to state:

(a) whether it is a fact that adequate number of candidates belonging to Scheduled Castes and Scheduled Tribes is not being recruited to civil services and posts in proportion to the seats reserved for them; and

(b) if so, the reasons therefor?

The Deputy Minister in the Ministry of Home Affairs (Shrimati Chandrasekhar): (a) Except in the All India Services, there have generally been shortfalls in filling up the total number of vacancies reserved for Scheduled Castes and Scheduled Tribes.

(b) The main reason for the shortfall is that suitable Scheduled Caste and Scheduled Tribe candidates are not available to fill *all* the posts reserved for them—particularly those posts for which technical or special qualifications are required, *i.e.*, some qualifications *in addition* to general educational qualifications are prescribed.

~~Economy in Education Minis~~
~~Scheduled Castes and Scheduled~~

*318. **Shri D. C. Sharma:**
Shri Dhaon:
Shri B. P. Yadava:
Shri Bishanchander Seth:
Shri Hem Raj:
Shri S. N. Chaturvedi:
Shrimati Savitri Nigam:
Shri P. R. Chakraverti:
Shri D. J. Naik:
Dr. Mahadeva Prasad:
Shri Siddiah:
Shrimati Laxmi Bai:
Shrimati Maimoona Sultan:

Will the Minister of **Education** be pleased to state:

(a) whether some measures have been taken by his Ministry to effect economy and increase efficiency;

(b) if so, the particulars thereof; and

(c) the steps contemplated to have a uniform pattern of education throughout the country?

The Minister of Education (Shri M. C. Chagla): (a) and (b). Numerous steps have been taken to effect economy in administrative expenditure and increase efficiency. Some of the important steps taken in this direction are:—

(1) A comprehensive study involving simplification of methods and

procedures, work measurement and utilisation of staff, was completed under the guidance and supervision of the Sepcial Reorganisation Unit. This has resulted in a saving of about 14.5 per cent in the expenditure on salaries and allowances of the staff in the Department of Education. Several procedural simplifications suggested by the Works Study Unit to ensure expeditious disposal of work, were also implemented.

(2) Expenditure on the purchase of equipment, stores, publications, etc. has been reduced to the barest minimum.

(3) A number of committees which had outlived their usefulness have been directed to wind up their work.

(c) The following steps have been or are proposed to be taken by the Ministry to bring uniformity in the pattern of education throughout the country:—

(1) A Central Board of Secondary Education has been set up to hold higher secondary examinations throughout the country with a common syllabus and a common medium of examination.

(2) Review of curriculum and preparation and production of better textbooks on a national basis.

(3) Introduction of a three-year degree course in the country.

(4) The All India Council for Technical Education have formulated schemes of courses in various technological and engineering subjects and have circulated the same to State Governments for adoption as far as possible.

(5) The activities of the five Institutes of Higher Technology in the country are co-ordinated by a Central body, *viz.*, Council for Indian Institute of Technology.

रूस में हिन्दी का अध्ययन

*३१९. **श्री प्रकाशवीर शास्त्री :**
श्रीमती सावित्री निगम :

क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या उन का ध्यान समाचारपत्रों में प्रकाशित इस समाचार की ओर दिलाया गया है कि रूसी सरकार ने हिन्दी को रूस में शिक्षा का अनिवार्य विषय बनाने का निश्चय किया है;

(ख) यदि हां, तो क्या सरकार को जानकारी है कि रूसी सरकार इस को व्यावहारिक रूप कैसे देगी तथा ऐसा किस तिथि से किया जायेगा;

(ग) क्या रूसी सरकार को भारत सरकार से किसी प्रकार के सहयोग की अपेक्षा है; और

(घ) यदि हां, तो भारत सरकार इस मामले में कहां तक सहयोग दे सकेगी ?

शिक्षा मंत्री (श्री भ० क० छागला) : (क) और (ख). समाचारपत्रों में जो कुछ लिखा गया है उस के अतिरिक्त सरकार के पास अन्य कोई सरकारी सूचना नहीं है ।

(ग) और (घ). प्रश्न नहीं उठता ।

Serajuddin & Co. Affairs

*320. **Shri Hari Vishnu Kamath:** Will the Minister of **Home Affairs** be pleased to refer to the reply given to Starred Question No. 501 on the 11th December, 1963 and supplementaries thereon and state:

(a) whether the Das Commission Report has referred to the misdoings of several Central and State Government officers in connection with Serajuddin & Co. affairs;

(b) if so, their number and designations; and

(c) whether any one or more of them was connected officially with or is related by blood or otherwise to the former Union Minister of Mines and Fuel, the former Chief Minister of Orissa, the present Chief Minister of Orissa, or to any other Central or State Minister?

The Minister of State in the Ministry of Home Affairs (Shri Hajarnavis): (a) to (c). A statement is laid on the Table of the House. [*Placed in Library. See* No. LT-2398/64].

Indian Scientists Serving Abroad

*321. **Shri Bhagwat Jha Azad:**
Shri Yashpal Singh:
Shri S. N. Chaturvedi:

Will the Minister of **Education** be pleased to state:

(a) whether arrangements have been made for the registration of Indian scientists and technologists abroad to encourage them to return to India;

(b) if so, the nature of the scheme; and

(c) the results achieved so far in this behalf?

The Minister of Education (Shri M. C. Chagla): (a) Yes, Sir.

(b) A special section of the National Register of scientific and technical personnel was started for the enrolment of Indian scientists, technologists, engineers and medical personnel in foreign countries. Registration is voluntary. Forms for enrolment are available at all the Indian Missions abroad. Forms are also sent to those already registered for distribution among those who are not registered. Most of the Indian Missions abroad also give publicity to the scheme through their bulletins which are circulated among Indian nationals.

(c) Results have been encouraging.

Central Advisory Committee on Prohibition

*322. **Shri Harish Chandra Mathur:**
Shri Shree Narayan Das:

Will the Minister of **Home Affairs** be pleased to state:

(a) the date when the meeting of the Central Advisory Committee on Prohibition was held last and when the next meeting is likely to be held; and

(b) the action taken on the resolutions passed by All India Prohibition Workers' Conference held at Hyderabad in December, 1963?

The Minister of State in the Ministry of Home Affairs (Shri Hajarnavis): (a) The meeting of the Central Advisory Committee on Prohibition was last held on the 4th and 5th September, 1961. The next meeting will be convened after the report of the Study Team on Prohibition is received and examined; and

(b) Government have noted the resolutions passed by the All India Conference of Prohibition Workers. The matter was discussed at an informal meeting by the Home Minister with the Chief Ministers. It was agreed that the *status quo* should be maintained in respect of prohibition pending receipt of the report of Prohibition Study Team which is expected shortly.

Prohibition

*323. **Shri P. C. Borooah:**
Shri Vishram Prasad:
Shri Yashpal Singh:
Shri Prakash Vir Shastri:
Shri Bhagwat Jha Azad:
Shri Bibhuti Mishra:
Shri M. L. Dwivedi:
Shrimati Savitri Nigam:
Shri S. C. Samanta:
Shri G. Mohanty:
Shri D. C. Sharma:
Shri Subodh Hansda:
Shri Maheswar Naik:

Shri Mohan Swarup:
Shri Hem Barua:
Shri Rameshwar Tantia:
Shri J. B. S. Bist:
Shri Onkar Lal Berwa:
Shri P. R. Chakraverti:
Shri Kolla Venkaiah:
Shri S. N. Chaturvedi:
Shri Kajrolkar:
Shri Koya:
Shri Swell:
Shri Pottekkatt:
Shri Kappen:
Shri Gulshan:
Shri Buta Singh:
Shri Kapur Singh:

Will the Minister of **Home Affairs** be pleased to state:

(a) whether a number of States propose to scrap prohibition or have already partially withdrawn it;

(b) if so, which ones; and

(c) Government's reaction thereto?

The Minister of State in the Ministry of Home Affairs (Shri Hajarnavis): (a) to (c). As far as Central Government are aware, only the Government of Maharashtra had announced certain modifications in their prohibition policy. There is no official information from any other State as to the scrapping of prohibition or its partial withdrawal. However, the matter was discussed at an informal meeting by the Home Minister with the Chief Ministers. It was agreed that the *status quo* should be maintained in respect of prohibition pending receipt of the report of the Prohibition Study Team which is expected shortly.

Improvement in Teaching of Hindi and English

*324. **Shri Sidheshwar Prasad:**
Shri Swell:
Shri H. C. Soy:

Will the Minister of **Education** be pleased to state:

(a) whether his attention has been drawn to the resolution of the National Integration Council which says that the standard of teaching both in Hindi and English should be improved and maintained at a high level in schools and colleges; and

(b) if so, the steps taken or schemes formulated for its effective implementation?

The Minister of Education (Shri M. C. Chagla): (a) Yes, Sir.

(b) The teaching of Hindi and English is a State Subject and the implementation of the resolution regarding the improvement in the teaching of Hindi and English is primarily the responsibility of the States. Since this Resolution only reiterates an earlier recommendation of the Chief Ministers' Conference (held in 1961), it is expected that the State Governments are taking such action as may be possible to implement this recommendation.

However, Government of India has also taken a number of steps to help the States in this implementation. The Three-Language Formula which provides for the teaching of Hindi also at the secondary stage has been accepted practically by all the States. For improving the teaching of English and undertaking research in teaching English as a second language, Government of India has set up the Central Institute of English at Hyderabad. With the co-operation and financial assistance from the Central Government, a number of other Institutes of English have also been established in different parts of the country; the Government of Uttar Pradesh, Bihar, West Bengal, and Punjab have set up State Institutes and the States of Andhra Pradesh, Kerala, Mysore and Madras have set up a joint Institute at Bangalore. The resolution has also been accepted by the University Grants Commission and has been endorsed by the Vice-Chancellors in their conference held in 1962.

Auction of Plots in Delhi

325. **Shri B. P. Yadava:**
Shri Dhaon:
Shri Bishanchander Seth:
Shri Bhagwat Jha Azad:
Shri M. L. Dwivedi:
Shrimati Savitri Nigam:
Shri Prakash Vir Shastri:
Shri Maheswar Naik:

Will the Minister of **Home Affairs** be pleased to state:

(a) the number of plots in Delhi so far auctioned;

(b) the highest bid offered to the plots;

(c) whether due to this policy of auctioning the plots, the prices of land in Delhi have gone down; and

(d) if so, by how much?

The Minister of State in the Ministry of Home Affairs (Shri Hajarnavis): (a) to (d). From 20th October, 1963 to 16th February, 1964, 903 plots were auctioned. The highest price fetched in these auctions was Rs. 100 per sq. yd. and the lowest was Rs. 38 per sq. yd. As a result of these auctions the prices of land in Delhi have been showing a downward trend. This is however a continuous process. The prices are expected to go down further.

Death of a Person in Police Station in Delhi

*326. **Dr. L. M. Singhvi:**
Shri D. C. Sharma:
Shri P. R. Chakraverti:
Shri P. C. Borooah:
Shri Shiv Charan Gupta:
Shri Bibhuti Mishra:
Shri Mohan Swarup:
Shri S. M. Banerjee:
Shri P. Kunhan:
Shri Tan Singh:
Shri Gulshan:
Shri Buta Singh:
Shri Kapur Singh:

Will the Minister of **Home Affairs** be pleased to state:

(a) whether the investigations into the circumstances leading to the death of a suspect under police interrogation at Patel Nagar Police Station, New Delhi have been completed; and

(b) if so, the result thereof?

The Minister of Home Affairs (Shri Nanda): (a) No, Sir. The judicial inquiry is still in progress.

(b) Does not arise.

Technical Teachers

*327. **Shri Bhagwat Jha Azad:**
Shri Vishram Prasad:

Will the Minister of **Education** be pleased to state:

(a) whether the All India Council for Technical Education has recommended the immediate establishment of four regional institutes to train technical teachers;

(b) whether the said Council has also suggested the creation of a central pool of teachers for technical institutes; and

(c) if so, the reaction of Government thereto?

The Minister of Education (Shri M. C. Chagla): (a) and (b). Yes, Sir.

(c) Detailed Schemes are being formulated.

हिन्दी का प्रयोग

*३२८. **श्री सिद्धेश्वर प्रसाद :**
श्री प्रकाशवीर शास्त्री :
श्री म० ला० द्विवेदी :
श्रीमती सावित्री निगम :
श्री स० चं० सामन्त :

क्या गृह-कार्य मंत्री ४ दिसम्बर, १९६३ के तारांकित प्रश्न संख्या ३७४ के उत्तर के

संबंध में यह बताने की कृपा करेंगे कि सरकारी काम के लिए हिन्दी के प्रयोग के बारे में नियुक्त समिति ने अब तक क्या प्रगति की है ?

गृह कार्य मंत्रालय में राज्य मंत्री (श्री हजरनवीस) : इस समिति की पहली बैठक १२ मार्च, १९६४ को नई दिल्ली में होगी ।

Scholarships to the Physically Handicapped from Mysore

596. **Shri Siddiah:** Will the Minister of **Education** be pleased to state:

(a) the number of applications received from the physically-handicapped persons of Mysore State for the award of the Central Government scholarships during 1963-64; and

(b) how many have been granted scholarships so far?

The Minister of Education (Shri M. C. Chagla): (a) 111. Of these, the Government of Mysore recommended 37 cases and rejected 74.

(b) 32.

Educational Development of Mysore

597. **Shri Siddiah:** Will the Minister of **Education** be pleased to state:

(a) whether the allotment of funds to the State of Mysore for the educational development has been utilised in 1962-63 and 1963-64 so far;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

The Minister of Education (Shri M. C. Chagla): (a) Central Assistance to the States is released on the basis of actual expenditure on a particular head of development. As such the question of non-utilisation of Central Assistance for Educational Development does not arise.

(b) and (c). Do not arise.

Youth Hostels in Mysore

598. **Shri Siddiah:** Will the Minister of **Education** be pleased to state:

(a) the amount allotted to Mysore State for the construction of youth hostels during 1963-64;

(b) whether the amount has been fully utilised; and

(c) the places in which such hostels have been constructed or are proposed to be constructed during the year?

The Deputy Minister in the Ministry of Education (Shri Bhakt Darshan): (a) Nil.

(b) Does not arise.

(c) Does not arise.

Writ Petitions in Mysore High Court

599. **Shri Siddiah:** Will the Minister of **Home Affairs** be pleased to state:

(a) whether it is a fact that some writ petitions are pending before the High Court of Mysore for more than a year;

(b) if so, how many; and

(c) the action taken to dispose them of early?

The Minister of State in the Ministry of Home Affairs (Shri Hajarnavis): (a) to (c). The information is being obtained and will be laid on the Table of the House.

Child-Lifting in Delhi

600. **Shri Chuni Lal:** Will the Minister of **Home Affairs** be pleased to state the number of children lifted by the anti-social elements in Delhi from 1960 to-date, year-wise and the number of children recovered and also the number of persons arrested in this connection?

The Minister of State in the Ministry of Home Affairs (Shri Hajarnavis):

Year	No. of children lifted	No. of children recovered	No. of persons arrested
1960	51	47	68
1961	59	55	78
1962	58	55	52
1963	65	59	79
1964 (upto 15-2-64)	12	6	1

Determination of Holidays

601. Shri C. K. Bhattacharyya: Will the Minister of **Home Affairs** be pleased to refer to the reply given to Starred Question No. 75 on the 20th November, 1963, and state:

(a) whether the dates for holidays are decided upon in advance of the festivals;

(b) how it was determined that people would not follow the Rashtriya Panchang in the cases mentioned in the above reply; and

(c) the criteria followed by Government in deciding in advance the dates "on which the festivals are actually observed by the people"?

The Minister of State in the Ministry of Home Affairs (Shri Hajarnavis): (a) Yes, Sir.

(b) and (c). The dates for holidays for various festivals are determined after ascertaining the local practice regarding their actual observance.

Use of Sanskrit for Ceremonial Purposes

602. { Shri C. K. Bhattacharyya: Dr. M. S. Aney:

Will the Minister of **Home Affairs** be pleased to state:

(a) whether under the present Constitution it is open for the Government to use Sanskrit for ceremonial purposes; and

(b) if so, whether there is any proposal before the Central Government for using Sanskrit for any of such purposes?

The Minister of State in the Ministry of Home Affairs (Shri Hajarnavis): (a) and (b). The Constitution does not provide for the use of Sanskrit for any official purposes. In practice, Sanskrit is used for the taking of oaths by Members of Parliament and others. The national motto of India as well as the mottos of various official bodies are in Sanskrit. There is at present no proposal before the Central Government for using Sanskrit for ceremonial purposes.

Kerala State Officers in Centre

603. { Shri A. V. Raghavan: Shri Pottekatt:

Will the Minister of **Home Affairs** be pleased to state:

(a) the number of Kerala State Government Officers working in Central Government Offices at present; and

(b) the number of officers among them belonging to the I. A. S. and I.P.S. Cadres?

The Minister of State in the Ministry of Home Affairs (Shri Hajarnavis): (a) and (b). Information is being collected and will be laid on the Table of the House.

Soda Ash Plant in South India

604. { Shri Warior: Shri Vasudevan Nair:

Will the Minister of **Petroleum and Chemicals** be pleased to state:

(a) whether Government have finalised their proposal to set up a Soda Ash Plant in South India; and

(b) if so, the main features of the project?

The Minister of State in the Ministry of Petroleum and Chemicals (Shri Alagesan): (a) and (b). There is no proposal to set up a Soda Ash Plant in the public sector. Three parties have applied for licences under the Industries (Development and Regulation) Act, 1951, for the establishment of new undertakings for the manufacture of Soda Ash in Madras State. One party has been given a "letter of intent". A final decision will be taken shortly in regard to the other two applications.

"Odissi"

605. Shri Maheswar Naik: Will the Minister of **Education** be pleased to state:

(a) whether he is aware that the development of Odissi, a classical dance of Orissa has made no worth while advancement because of the scant sympathy given to this form of dancing by both the Central as well as the State Governments; and

(b) whether Government propose to take effective steps to bring about a full resurrection of this form of dance in the near future?

The Minister of Education (Shri M. C. Chagla): (a) The impression that the Odissi form of dancing has not received its share of attention is not correct. The Sangeet Natak Akademi has been taking interest in the development of the Odissi dance. Odissi has been recognised as one of the traditional Indian dance forms for the purposes of the Akademi Awards. Odissi dance artists have on various important occasions been invited to perform in the Capital and a number of well known Odissi dancers are included in the panel of dancers for inclusion in Cultural delegations sent abroad by the Government of India. Institutions engaged in the development and promotion of Odissi dance qualify for financial assistance from the Akademi.

(b) The Akademi will continue its activities for the further promotion and development of all dance forms including Odissi.

Oil Exploration in Upper Assam Area

606. Shri P. C. Borooah: Will the Minister of **Petroleum and Chemicals** be pleased to refer to the reply given to Starred Question No. **520** on the 11th December, 1963 and state the progress since made in the work of oil explorations in the Upper Assam area?

The Minister of Petroleum and Chemicals (Shri Humayun Kabir): The information asked for falls within the category of "restricted information" as defined under Defence of India Rules 1962 as modified by Notification No. G.S.R. 135 of 20-1-64 and cannot be disclosed.

Construction and Sale of Houses in Delhi

607. Shri P. C. Borooah:
Shri M. L. Dwivedi:
Shrimati Savitri Nigam:

Will the Minister of **Home Affairs** be pleased to refer to the reply given to Unstarred Question No. 1108 on the 4th December, 1963 and state the decision taken on the proposal for acquisition development and disposal of land and construction and sale of houses by Delhi Administration?

The Minister of State in the Ministry of Home Affairs (Shri Hajarnavis): The matter is still under consideration.

National Fellowships

608. Shri Bishanchander Seth:
Shri B. P. Yadava:
Shri Dhaon:

Will the Minister of **Education** be pleased to state:

(a) whether it is a fact that University Grants Commission has

approved the scheme to institute National Fellowships to supplement the National Professorship created by the Ministry;

(b) if so, the main features of the scheme; and

(c) the number of fellowships to be created in the initial stage of the scheme?

The Minister of Education (Shri M. C. Chagla): (a) The University Grants Commission has accepted in principle the recommendations of the Committee, set up by it, for instituting national fellowships.

(b) and (c). The details of the scheme are under consideration of the Commission.

Suspension of All India Service Officers

609. **Shri Harish Chandra Mathur:** Will the Minister of **Home Affairs** be pleased to state:

(a) the amount (i) payable and (ii) already paid to Shri R. P. Kapur for the period of suspension;

(b) whether Government issued any suspension orders against him, and if so, from what date;

(c) the names of All India Service officers who are under suspension for more than six months and for how long; and

(d) the steps Government propose to take to avoid or minimise infructuous expenditure arising out of suspension?

The Minister of State in the Ministry of Home Affairs (Shri Hajarnavis): (a) and (b). Shri Kapur was first placed under suspension on 18th July, 1959 as at that time a criminal case was pending against him. This order ceased to have effect from 14th April, 1963 on which date the criminal proceedings against him finally terminated. The State Government passed a second order of suspension on 5th April, 1963. Consequent to the declaration made by the Supreme Court in judgment pronounced on 19th November 1963 that only the Central Government has the power to suspend a member of the former Secretary of State Services, the second order also became inoperative. Thus while Shri Kapur has not been holding any post since 18th July, 1969, he is entitled to receive full pay till 17th February, 1964 when the Central Government issued order placing him under suspension. From 18th February, he is entitled to subsistence allowance as admissible to him under the relevant rules. The amounts payable and already paid to Shri R. P. Kapur are being ascertained from the State Government.

(c) A statement based on the information furnished by all but five State Governments is laid on the Table of the House. [Placed in Library. *See* No. LT-2399/64].

(d) Orders suspending an officer are made after careful consideration and care is taken to get the inquiries against such officers completed as quickly as is possible consistent with procedural and Constitutional requirements.

Arrests for Blackmarketing

610. **Shri Vishram Prasad:**
Shri Vishwa Nath Pandey:

Will the Minister of **Home Affairs** be pleased to state how many persons have been arrested during 1963 for blackmarketing in the essential commodities under the Defence of India Rules?

The Minister of State in the Ministry of Home Affairs (Shri Hajarnavis): 3526 persons.

Survey of Oil in Kerala Sea Coast

611. **Shri Warior:**
Shri Daji:
Shri M. K. Kumaran:

Will the Minister of **Petroleum and Chemicals** be pleased to state:

(a) whether any progress has been made in survey for oil in the Kerala sea Coast; and

(b) if so, the details thereof?

The Minister of Petroleum and Chemicals (Shri Humayun Kabir): (a) and (b). Investigations are still in progress, but no structure suitable for accumulation for oil has been delineated so far.

Kerosene

612. **Shri B. P. Yadava:**
Shri Dhaon:
Shri Bishanchander Seth:
Shri Mohan Swarup:

Will the Minister of **Petroleum and Chemicals** be pleased to state:

(a) whether it is a fact that Indian Institute of Petroleum is making research to meet the shortage of kerosene in the country;

(b) if so, whether it is also a fact that some useful research has been made in the conversion of naphthalene a surplus commodity in the country; and

(c) if so, the details thereof?

The Minister of Petroleum and Chemicals (Shri Humayun Kabir): (a) and (b). Yes, Sir Research has been undertaken on the conversion of Naphtha (not Naphthalene) into middle distillates particularly kerosene.

(c) it is not possibe to give further details at this stage as laboratory work is still in progress.

Inferior Quality Kerosene

613. **Shri B. P. Yadava:**
Shri Dhaon:
Shri Bishanchander Seth:
Shri Mohan Swarup:

Will the Minister of **Petroleum and Chemicals** be pleased to state:

(a) whether any progress has been made by the Institute of Petroleum to make inferior quality kerosene produced at Naharkatia (Assam) fit for domestic use; and

(b) if so, the result thereof?

The Minister of Petroleum and Chemicals (Shri Humayun Kabir): (a) and (b). Work is in progress at the Indian Institute of Petroleum to improve the quality of inferior kerosene and the results obtained so far are satisfactory.

Research on Crime Prevention

614. **Shri D. D. Puri:**
Shri P. R. Chakraverti:

Will the Minister of **Home Affairs** be pleased to state:

(a) whether there is any proposal to open a centre for organised research on crime prevention; and

(b) if so, the broad features thereof?

The Minister of State in the Ministry of Home Affairs (Shri Hajarnavis): (a) No, Sir.

(b) Does not arise.

Milk-powder and Sugar for Delhi Schools

615. **Shri D. C. Sharma:** Will the Minister of **Education** be pleased to state:

(a) whether it is a fact that milk powder and sugar meant for free distribution in Delhi schools were being sold in the market during the last three months; and

(b) if so, the action taken or proposed to be taken in the matter?

The Minister of Education (Shri M. C. Chagla): (a) No, Sir.

(b) Does not arise.

Free and Compulsory Primary Education

616. **Shri Subodh Hansda:**
Shri M. L. Dwivedi:

Will the Minister of **Education** be pleased state:

(a) whether the experiment of free and compulsory primary education has proved successful;

(b) if not, the reasons therefor; and

(c) the steps being taken to make it successful?

The Minister of Education (Shri M. C. Chagla): (a) Yes, Sir.

(b) and (c). Do not arise.

National Loan Scholarships Scheme

617. **Shri Subodh Hansda:**
Shri S. C. Samanta:
Dr. P. N. Khan:
Shri M. L. Dwivedi:

Will the Minister of **Education** be pleased to state:

(a) whether it is a fact that the conditions for advancing of loans to students under the National Loan Scholarships Scheme for Post-Matric studies have been made very strict;

(b) if so, the details thereof; and

(c) the number of students having received such loans during the lost three years, year-wise?

The Minister of Education (Shri M. C. Chagla): (a) and (b). No, Sir. The conditions are quite reasonable. Copies of the scheme have been supplied to Parliament Library.

(c) The scheme has been started from the year 1963-64 and about 9800 students have been selected for the award of loan scholarships so far.

राज्यों में शिक्षा मंत्रियों और उप-कुलपतियों का सम्मेलन

६१८. **श्री सिद्धेश्वर प्रसाद** : क्या शिक्षा मंत्री ४ दिसम्बर, १९६३ के तारांकित प्रश्न संख्या ३७१ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि केन्द्र तथा राज्यों ने राज्यों के शिक्षा मंत्रियों और उप-कुलपतियों के सम्मेलन की सिफारिशों को कार्यान्वित करने के लिए क्या कदम उठाए हैं ?

शिक्षा मंत्री (श्री मु० क० चागला) : अभी राज्यों से उत्तर प्राप्त नहीं हुए हैं । फिर भी, जहां तक केन्द्रीय सरकार का संबंध है निम्नलिखित कार्यवाही की गई है :—

I. प्रारम्भिक शिक्षा

प्रस्ताव संख्या १, ३, ४ और ६ : चौथी पंच वर्षीय योजना के लिए प्रस्तावों का मसौदा तैयार करते समय इन सिफारिशों पर ध्यान रखा गया है ।

प्रस्ताव संख्या २: लड़कियों की शिक्षा के विस्तार और अध्यापिकाएं तैयार करने तथा चौथी पंचवर्षीय योजना में इन कार्यक्रमों पर अधिक बल देने के लिए अग्रिम कार्यवाही हेतु सरकार कदम उठा रही है । केन्द्र आयोजित क्षेत्र में इन कार्यक्रमों के लिए एक नई योजना तैयार करने का प्रस्ताव भी इस समय विचाराधीन है । समाज के पिछड़े हुए व्यक्तियों, विशेषकर अनुसूचित कबीलों में शिक्षा प्रसार की गति को अधिक तेज करने से संबंधित सिफारिश पर गृह मंत्रालय के परामर्श से विचार किया जा रहा है ।

प्रस्ताव संख्या ५ : इस सिफारिश को स्वीकार करना सम्भव नहीं हो सका । राज्य सरकारों को दिये जाने वाले ऋण की शर्तें भारत सरकार ने निर्धारित की हैं और यह सम्भव नहीं है कि केवल प्रारम्भिक स्कूलों के भवन तथा अध्यापिकों के क्वार्टरों के निर्माण के लिए ऋणों की इन शर्तों को बदला जा सके ।

II. माध्यमिक और उच्च शिक्षा :

१. (क), (ख), (घ), (ङ) और (च) : इन सिफारिशों को नोट कर लिया गया है ।

(ग) और (छ) : राष्ट्रीय शैक्षिक अनुसन्धान और प्रशिक्षण परिषद से कहा गया है कि वह वर्तमान पाठ्यविवरण का पुनर्विलोकन करे और इन सिफारिशों को

ध्यान में रखके हुए पाठ्य-पुस्तकों का प्रकाशन आरम्भ करे ।

(ज) इस सिफारिश को कार्यान्वित करना संभव नहीं है, क्योंकि उपलब्ध साधन अन्य योजनाओं के लिए निश्चित कर दिए गए हैं ।

२. (i), (ii), (iii), (v), और (vi) : वर्तमान योजना के दौरान जहां तक हो सके इन पर अमल करने तथा चौथी योजना में शामिल करने के लिए इन सिफारिशों को नोट कर लिया गया है ।

(iv) वही जो उपर्युक्त (ग) और (छ) के सामने दिया गया है ।

III. जहां तक केन्द्रीय सरकार का संबंध है इन प्रस्तावों को नोट कर लिया गया है ।

बिहार में विश्वविद्यालय के अध्यापकों के वेतन-क्रम

६१६. **श्री सिद्धेश्वर प्रसाद** : क्या शिक्षा मंत्री ४ दिसम्बर, १९६३ के अतारांकित प्रश्न संख्या १०५५ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) बिहार के विश्वविद्यालयों में आयोग द्वारा निर्धारित वेतन-क्रम को लागू करने में क्या प्रगति हुई है; और

(ख) केन्द्र ने इस में क्या सहयोग दिया है ?

शिक्षा मंत्री (श्री मु० क० चागला) : (क) विश्वविद्यालय अनुदान आयोग ने आनुपातिक आधार पर—८० प्रतिशत आयोग द्वारा तथा २० प्रतिशत विश्वविद्यालय द्वारा—विश्वविद्यालयों के विभिन्न वर्गों के अध्यापकों के वेतनमान निर्धारित किए थे । बिहार सरकार तथा बिहार राज्य विश्वविद्यालय आयोग ने विश्वविद्यालय अनुदान आयोग से शत प्रतिशत के आधार पर सहायता की मांग की थी । किन्तु आयोग इस प्रस्ताव से सहमत नहीं हुआ ।

(ख) प्रश्न नहीं उठता ।

Defence of India Rules

620. **Shri Hari Vishnu Kamath:**
Shri Ram Sewak Yadav:
Shri Bagri:

Will the Minister of **Home Affairs** be pleased to state:

(a) whether any newspapers, periodicals or magazines have asked to furnish a security deposit under the Defence of India Act and Rules since they came into force;

(b) if so, the names thereof; and

(c) the grounds on which such action was taken?

The Minister of State in the Ministry of Home Affairs (Shri Hajarnavis): (a) Yes, Sir, by the Central Government in one case only.

(b) and (c). A notice was served on the 27th June, 1963, through the Government of Maharashtra, on the Keeper of the Press, where the "Mother India" (Monthly published from Bombay) is printed, demanding a security of Rs. 5,000 under Clause (f) of sub-rule (1) of Rule 45 of the Defence of India Rules 1962 for having published prejudicial reports in its issues from December 1962 to March, 1963. The Security was duly deposited within a week of the serving of the notice.

Espionage

621. **Shri J. B. S. Bist:**
Shri Hari Vishnu Kamath:

Will the Minister of **Home Affairs** be pleased to state:

(a) whether Group Captain Prakash Chander who was involved in espionage activities on behalf of a foreign country and was detained under the D.I.R. has been brought to trial; and

(b) if so, the result thereof?

The Minister of Home Affairs (Shri Nanda): (a) and (b). Ex-Group Captain Parkash Chander was detained under the Preventive Detention Act 1950 and as such the question of his being brought to trial does not arise. His detention has, however, been confirmed by the Advisory Board.

राष्ट्रीय ऋण छात्रवृत्ति योजना

६२२. **श्री ओंकार लाल बेरवा :** क्या **शिक्षा** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि सरकार ने राष्ट्रीय ऋण छात्रवृत्ति योजना के सिलसिले में राज्यों में कर्मचारी नामजद किये हैं; और

(ख) यदि हां, तो किन किन राज्यों में यह योजना आरम्भ की गई है और कब से ?

शिक्षा मंत्री (श्री मु० क० चागला): (क) जी हां । देरी तथा विद्यार्थियों की असुविधा को दूर करने के लिए राज्य सरकारों के अधिकारियों को यह अधिकार दे दिया गया है कि वे इस योजना के अन्तर्गत विद्यार्थियों द्वारा भरे जाने वाले बंध-पत्रों पर भारत के राष्ट्रपति की ओर से हस्ताक्षर कर दें ।

(ख) वर्तमान वर्ष (अर्थात् १९६३–६४) से यह योजना सभी राज्यों तथा संघीय क्षेत्रों में आरम्भ कर दी गई है ।

कारों तथा टैक्सियों की चोरी

६२३. **श्री म० ला० द्विवेदी :**
श्री विश्वनाथ पाण्डेय :

क्या **गृह-कार्य** मंत्री यह बताने की कृपा करेंगे कि :

(क) १९६२ और १९६३ में राजधानी तथा इसके आस-पास के क्षेत्रों से कितनी कारों और टैक्सियों की चोरी हुई तथा उनमें से कितनी कारों व टैक्सियों को पुलिस द्वारा बरामद किया गया ;

(ख) सरकार ने इन वारदातों को रोकने के लिये कौन से ठोस कदम उठाये हैं ; और

(ग) अब तक पुलिस ने इस संबंध में कितने व्यक्तियों को गिरफ्तार किया है ?

गृह-कार्य मंत्रालय में राज्य मंत्री (श्री हजरनबीस) : (क)

वर्ष	चोरी हुई कारों की संख्या	बरामद हुई कारों की संख्या	चोरी हुई टैक्सियों की संख्या	बरामद हुई टैक्सियों की संख्या
१९६२	४९	४९	२	२
१९६३	७४	६६	२	२

(ख) (i) अप्रैल, में मोटरों की चोरी पकड़ने के लिए एक दस्ते की स्थापना की गई ।

(ii) मालिकों को गाड़ियों को सुरक्षित खड़ी करने की शिक्षा दी जाती है, विशेषत: जबकि वे गाड़ी खड़ी करने के स्थानों से बाहर खड़ी की जायें ।

(iii) जिन क्षेत्रों में अधिक चोरियां हुई हैं, वहां पुलिस की गश्त बढ़ा दी गई है।

(iv) संदिग्ध व्यक्तियों और मोटरों की चोरियों से सम्बन्धित पहले अपराधियों पर निगरानी लगाई गई है ।

(ग) वर्ष १९६२—४९
वर्ष १९६३—४०

Smoking Amongst Students

624. Shri A. N. Vidyalankar: Will the Minister of **Education** be pleased to state:

(a) whether Government are aware that the fashion of smoking among the students both in schools and colleges is rapidly increasing;

(b) whether Government have taken or propose to take any effective steps to educate students with a view to making them aware of the risks involved in the light of the recent findings of eminent medical experts of U.S.A., U.K. and U.S.S.R., that smoking is a serious health hazard; and

(c) whether any instructions have been issued or will be issued to the education authorities for organising a drive against smoking practice in educational institutions?

The Minister of Education (Shri M. C. Chagla): (a) No, Sir. No survey has been made.

(b) The Central Health Education Bureau has produced a folder (in English and Hindi) entitled "I wish I had not started smoking" and another folder entitled "Smoking and Cancer" is under print to publicize the harmful effects of smoking among students and other sections of the public.

(c) The matter primarily concerns State Governments some of which have already made legal provisions for the prevention of "Juvenile Smoking" and its prohibition in public places for adults and children alike including students. The Central Council of Health also recommended that the State Governments should take further necessary steps to discourage smoking particularly among children and young persons.

Residential Schools for Children

625. **Shri A. N. Vidyalankar:** Will the Minister of **Education** be pleased to state:

(a) whether there is any proposal to start residential schools for the children of such Government employees who had been posted far away from their homes or at isolated places where educational facilities are not available;

(b) if so, how many such schools will be opened and where; and

(c) whether a copy of the scheme will be laid on the Table?

The Minister of Education (Shri M. C. Chagla): (a) to (c). No, Sir. However, there is a scheme to set up and encourage secondary schools at different places in the country for catering in order of priority to the needs of the children of (a) Defence personnel, (b) the Central Government servants, (c) the personnel of the All India Services, and (d) the floating population.

A copy of the Central Schools Scheme is laid on the Table of the House. [*Placed in Library. See* No. LT-2400/64].

Twenty such schools (list attached) have been taken over to the scheme in 1963-64 and about thirty-five such schools will be set up or will join the scheme in 1964-65. The scheme envisages the setting up of about 100 Higher Secondary Schools at places having concentrations of defence personnel and othtr Central Government employees.

Oil Exploration in Lunej Areas

626. **Shri D. J. Naik:** Will the Minister of **Petroleum and Chemicals** be pleased to state:

(a) whether exploration of oil in Lunej areas has been completed; and

(b) if so, the result thereof?

The Minister of Petroleum and Chemicals (Shri Humayun Kabir): (a) Exploration for oil in the Lunej-Malasoni areas is still in progress.

(b) Exploration so far carried out on the Lunej-Malasoni structure and adjacent parts has shown that, in the Central parts, there are accumulations of small quantities of oil occurring as a rim around a large gas cap, but these accumulations do not appear to be economically exploitable. The gas bearing strata is found extending to the East. Drilling is in progress to determine the limits of this extension.

Trombay Fertilizer Factory

627. **Shri S. C. Samanta:**
Shri Subodh Hansda:
Shri N. R. Laskar:
Shri Maheshwar Naik:

Will the Minister of **Petroleum and Chemicals** be pleased to state:

(a) whether the construction of the Trombay Fertilizer factory is progressing according to schedule

(b) whether all the machineries have been placed at the project site;

(c) if not, by when these will be placed at the site; and

(d) whether the scheduled date for production i.e. 1964-65 will be maintained?

The Minister of State in the Ministry of Petroleum and Chemicals (Shri Alagesan): (a) Yes; according to the revised schedule.

(b) All the major items of equipment and machinery are at site except for the Sulphuric Acid and Steam Generation Plants.

(c) Some minor items for the main plants and machinery for Sulphuric Acid and Steam Generation Plants are expected to be at site before June, 1964;

(d) Yes, subject to the availability of power supply.

Military Uniforms

628. **Shri C. K. Bhattacharyya:** Will the Minister of **Home Affairs** be pleased to state:

(a) whether the State Governments have been instructed by the Centre to discontinue the use of military uniforms by Police, Armed Constabulary and Home Guards;

(b) if so, on what grounds; and

(c) whether similar steps have been taken about the private organisations?

The Minister of State in the Ministry of Home Affairs (Shri Hajarnavis): (a) Yes, Sir.

(b) To avoid confusion.

(c) Yes, Sir. Unauthorised use of official uniforms or of dress closely resembling such uniforms is an offence under Rule 56 of the Defence of India Rules. State Governments have been requested to give publicity to this.

Economic Criteria for Backwardness

629. **Shri Hem Raj:** Will the Minister of **Home Affairs** be pleased to refer to the reply given to Unstarred Question No. 668 on the 27th November, 1963 and state which of the States have not sent their replies so far regarding determination of backwardness on the basis of economic conditions of the sections of Indian society?

The Deputy Minister in the Ministry of Home Affairs (Shrimati Chandrashekhar): Since the reply was given, communications have been received from the Governments of Andhra Pradesh and Uttar Pradesh.

The Government of Andhra Pradesh have accepted the economic criterion and will give effect to the change as from 1st April, 1964.

The Govermennt of Uttar Pradesh have expressed some practical difficulty in adopting the economic criterion.

Laxmibai College of Physical Education, Gwalior

630. **Shri G. Mohanty:** Will the Minister of **Education** be pleased to state:

(a) the annual grant the Central Government make to the Lakshmibai College of Physical Education Gwalior; and

(b) which other college of this type receives grant from Central Government?

The Deputy Minister in the Ministry of Education (Shri Bhakt Darshan): (a) and (b). A statement showing the grants-in-aid paid by

the Central Government to Lakshmibai College of Physical Education, Gwalior, and to other Physical Education Training Institutes since 1961-62 is laid on the Table of the House. [*Placed in Library. See* No. LT-2401/64].

सुहागपुर (म० प्र०) में "विराट मन्दिर"

६३१. **श्री उटिया** : क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि ग्राम सुहागपुर जिला शहडोल, मध्य प्रदेश में महाभारत-कालीन विराट मंदिर की हालत कमजोर हो गई है ; और

(ख) यदि हां, तो मन्दिर के बचाव के लिए क्या कार्यवाही की जा रही है ?

शिक्षा मंत्री (श्री मु० क० चागला) : (क) यद्यपि मन्दिर की मुरम्मत आवश्यक है फिर भी उस की हालत बिल्कुल जीर्ण नहीं कही जा सकती ।

(ख) भारत का पुरातत्व सर्वेक्षण मन्दिर की मरम्मत करा रहा है ।

Indian Institute of Management, Calcutta

632. **Shri Vishwa Nath Pandey**: Will the Minister of **Education** be pleased to state:

(a) whether it is a fact that the Ford Foundation has granted a huge sum to the Indian Institute of Management, Calcutta; and

(b) if so, the purpose of such grant and the nature of work that will be done with the grant?

The Minister of Education (Shri M. C. Chagla): (a) The Ford Foundation has sanctioned a grant of $10,44,000 to the Indian Institute of Management, Calcutta over a period of three years ending August, 1964.

(b) The Institute conducts advanced courses in Management and the Ford Foundation grant is intended to cover the expenditure on US experts working at the Institute, supply of equipment and library and training of Indian teachers in the States.

Commonwealth Scholarships for Post-Graduate Studies

633. **Shri Vishwa Nath Pandey**: Will the Minister of **Education** be pleased to state:

(a) whether it is a fact that the Governments of Ceylon, Hong-Kong Jamaica and Nigeria have invited applications from Indian nationals for the award of Commonwealth Scholarships to pursue post-graduate studies in different subjects; and

(b) if so, the steps Government are taking or have already taken in the matter?

The Minister of Education (Shri M. C. Chagla): (a) These Governments have requested Government of India to nominate candidates from India for award of these scholarships.

(b) The scholarships were advertised in newspapers in India, and applications were invited. Candidates selected by a specially constituted Selection Committee were nominated by 31st December, 1963.

Welfare of S.Cs. in Punjab

634. **Shri Daljit Singh**: Will the Minister of **Home Affairs** be pleased to state:

(a) the total amount allotted to Punjab State during 1963-64 for the welfare of Scheduled Castes;

(b) the amount actually given to the State Government during the above year; and

(c) the schemes on which it has been spent?

The Deputy Minister in the Ministry of Home Affairs (Shrimati Chandrashekhar): (a) Rs. 37.15 lakhs.

(b) In accordance with the usual procedure, three-fourths of the Central assistance admissible is being released through ways and means advances by the Ministry of Finance in nine equal monthly instalments beginning with May, 1963. The provisional payment-sanction will be conveyed to the State Government on the basis of the figures of expenditure (actual for April—December 1963/anticipated for January—March 1964) reported by them towards the close of the financial year.

(c) A statement is laid on the Table of the House. [*Placed in Library. See* No. LT-2402/64].

Syllabus for Engineering Education

635. { **Shri Kappen:**
Shri Ram Harkh Yadav:

Will the Minister of **Education** be pleased to state:

(a) whether there is a proposal to revise the engineering syllabus; and

(b) whether the present syllabus is inadequate?

The Minister of Education (Shri M. C. Chagla): (a) and (b). The curriculum and Syllibus for Five Year Integrated Courses for degree in engineering have been formulated by the All India Council for Technical Education. A detailed scheme has also been formulated by the All India Council for two-year Technicians' courses for Diploma in engineering.

Attapady Schemes of Tribal Welfare

636. Shri P. Kunhan: Will the Minister of **Home Affairs** be pleased to state:

(a) the total amount so far spent by Government in the Centrally sponsored schemes for tribal welfare in the Attapady area in Kerala; and

(b) the progress so far made in implementing these schemes?

The Deputy Minister in the Ministry of Home Affairs (Shrimati Chandrasekhar): (a) and (b). The information is being collected from the State Government and a statement will be placed on the Table of the House as early as possible.

खेलों की मान्यता

६३७. श्री ओंकार लाल बेरवा : क्या **शिक्षा** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि भारत सरकार ने कुछ खेलों को मान्यता दे रक्खी है ;

(ख) यदि हां, तो उन खेलों के क्या नाम हैं ;

(ग) क्या सरकार अब उन खेलों को बढ़ावा देने के लिये पहले से ज्यादा रुपया मंजूर कर रही है ; और

(घ) यदि हां, तो कितना ?

शिक्षा मंत्रालय में उपमंत्री (श्री भक्त दर्शन): (क) और (ख). सरकार ने उन राष्ट्रीय संघों को मान्यता प्रदान की है जो निम्नलिखित खेलों का संचालन करते हैं :–

व्यायाम (एथलेटिक्स), बैडमिन्टन, बाल बैडमिन्टन, बास्केटबाल, बिलियर्ड्स, बाक्सिंग, ब्रिज, चैस, क्रिकेट, साइक्लिंग, फुटबाल, गोफ, जिमनास्टिक्स, हाकी, कबड्डी, लान टेनिस, पोलो, राइफल-शूटिंग, स्क्वेश रैकेट्स, तैरना, टेबल टैनिस, वालीबाल, वजन उठाना, कुश्ती और नौका विहार ।

(ग) और (ख). १९६१-६२ तथा उस से बाद हुए खर्च के आंकड़े एक विवरण में दिए गए हैं जो सभापटल पर रखा जाता है [**पुस्तकालय में रखा गया । देखिये संख्या एल टी-२४०३/६४**]

दिल्ली विश्वविद्यालय में अनुवाद निदेशालय

६३८. डा० लक्ष्मीमल्ल सिंघवी : क्या **शिक्षा** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या दिल्ली विश्वविद्यालय में किसी अनुवाद निदेशालय की स्थापना की

गई है ;

(ख) यदि हां, तो इसका उद्देश्य और कार्यक्रम क्या है ;

(ग) निदेशालय में अधिकारियों की नियुक्ति, कार्यक्रम और खर्च पर सरकार का क्या नियंत्रण है ;

(घ) अभी तक इस निदेशालय पर विश्वविद्यालय और केन्द्रीय सरकार कितना व्यय कर चुकी है ; और

(ङ) निदेशालय द्वारा किये गये कार्य का ब्यौरा क्या है ?

शिक्षा मंत्रालय में उपमंत्री (श्री भक्त दर्शन) : (क) से (घ). शिक्षा मंत्रालय की "प्रामाणिक रचनाओं के निर्माण, अनुवाद और प्रकाशन" की योजना को कार्यान्वित करने के लिए तीन स्थानों पर अनुवाद निदेशालय स्थापित किए गए हैं जिन में से एक दिल्ली विश्वविद्यालय में है । इस निदेशालय ने १ जुलाई १९६३ से कार्य शुरू किया । यह दिल्ली विश्वविद्यालय के नियंत्रण में है । विश्वविद्यालय ने इस प्रयोजन के लिए एक प्रबंध समिति स्थापित की है जिसमें शिक्षा मंत्रालय का एक प्रतिनिधि है । गणित, जीव विज्ञान और राजनैतिक विज्ञान संबंधी सात पुस्तकें अब तक निदेशालय को हिन्दी में अनुवाद तथा प्रकाशन के लिए सौंपी जा चुकी हैं । अधिकारियों की नियुक्ति विश्वविद्यालय द्वारा एक चुनाव समिति की सिफारिश के आधार पर की जाती है । इस चुनाव समिति में शिक्षा मंत्रालय का एक प्रतिनिधि होता है तथा विश्वविद्यालय के उपकुलपति इसके अध्यक्ष होते हैं ।

निदेशालय के कार्यक्रम और उसकी प्रगति की जांच प्रत्येक विषय की एक समीक्षा समिति द्वारा की जाती है । इस समिति में विश्वविद्यालय, केन्द्रीय हिन्दी निदेशालय और वैज्ञानिक तथा पारिभाषिक शब्दावली आयोग के विषय-विशेषज्ञ होते हैं ।

निदेशालय का सारा खर्च भारत सरकार वहन करती है । ३१ जनवरी १९६४ तक ५५,४१० रुपये की राशि खर्च हुई है ।

(ङ) सात पुस्तकों में से दो पुस्तकों का अनुवाद पूरा हो चुका है तथा पांच पुस्तकों का अनुवाद हो रहा है ।

Merit-*cum*-Means Scholarships in Andhra

639. Shri E. Madhusudan Rao: Will the Minister of **Education** be pleased to state:

(a) the number of Merit-*cum*-means scholarships granted by the Central Government to each technical institute in Andhra Pradesh during 1963-64; and

(b) the amount proposed to be given to that State for the said purpose during 1964-65?

The Minister of Education (Shri M. C. Chagla) (a) In addition to the renewal of scholarships allotted previously, the number of fresh scholarships to the first year students allotted to technical institutions in Andhra Pradesh during 1963-64 under the Merit-*cum*-Means Scholarships Scheme is as given below:—

Name of the Institute	No. of fresh scholarships allotted during 1963-64
I. *Institutes for first degree courses.*	
1. College of Engineering, Anantapur	17
2. College of Engineering, Kakinada	17
3. College of Engineering, Osmania University, Hyderabad	35
4. Sri Venkateswara University College of Engineering, Tirupati	12

Name of the Institute	No. of scholarships allotted during 1963-64
5. Andhra University College of Engineering, Waltair	12
6. J.V.D. College of Science and Technology, Waltair	7
7. Government College of Fine Arts and Architecture, Hyderabad	1
TOTAL	101
II. *Institutes for diploma courses.*	
1. Government Polytechnic, Hyderabad	6
2. Andhra Polytechnic, Kakinada	6
3. Government Polytechnic, Anantapur	3
4. Government Polytechnic, Mahboobnagar	3
5. Government Polytechnic, Proddatur	3
6. Government Polytechnic, Nizamabad	3
7. Department of Chemical Technology, Osmania University, Hyderabad	6
8. Government Polytechnic, Warrangal	3
9. Government Polytechnic, Vijayawada	5
10. Government Polytechnic, Nellore	3
11. Government Polytechnic, Nandyal	3
12. Government Polytechnic, Srikakulam	3
13. S.V. Government Polytechnic, Tirupati	5
14. Government Polytechnic, Guntur	3
15. Krishnadevaraya Polytechnic, Wanaparthy	3
16. Hyderabad Polytechnic, Hyderabad	5
17. Sree M.V.M. Polytechnic, Tanuku	4
TOTAL	67
GRAND TOTAL	168

(*b*) The amount proposed to be given for *the fresh awards* during 1964-65 will be Rs. 2,05,250/- based on the number o scholarships to be allocated.

Political Sufferers of Andhra Pradesh

640. Shri E. Madhusudan Rao: Will the Minister of **Home Affairs** be pleased to state the total amount distributed to the political sufferers of Andhra Pradesh upto the end of December, 1963?

The Deputy Minister in the Ministry of Home Affairs (Shrimati Chandrasekhar): Rs. 1,55,930/-.

International Standards of Universities

641. Shri Sham Lal Saraf: Will the Minister of **Education** be pleased to state:

(a) how far our Universities have progressed in achieving international standards, specially in post-graduate level and research;

(b) whether an assessment in this regard has been or is being made; and

(c) if so, the methods adopted?

The Minister of Education (Shri M. C. Chagla): (a) Some of the University Departments in India have received international recognition.

(b) and (c). The University Grants Commission has appointed a Committee to inquire into the question of standards of teaching and research in Indian Universities. The report of the Committee is awaited.

Optional subjects in Delhi Schools

642. Shri G. S. Musafir: Will the Minister of **Education** be pleased to state:

(a) whether a student of VI Class can offer two optional subjects out of the list of optional subjects mentioned in the instructions contained in letter No. F. 25(157)63-EDN dated 26/27 November, 1963 issued by the Delhi Administration, without any written application of his parents if one of the subjects is not the third language;

(b) whether it is a fact that in case the students of Class VI want to take up third language their parents will have to file written applications to the school authorities; and

(c) if the reply to parts (a) and (b) above be in the affirmative, the reasons for discrimination?

The Minister of Education (Shri M. C. Chagla): (a) Yes, Sir.

(b) Yes, Sir.

(c) This apparent discrimination arises from the fact that in the case of Third Language, if the number of students opting the language is at least 12, the school has to arrange for teaching of that subject even if facilities do not exist at the time of option, whereas in other optional subjects it is not incumbent on the school to do so. The school authorities therefore obtain the written consent of the parent so as to make sure of the firm number of students taking the particular language.

Officers from J.&K.

643. Shri Sham Lal Saraf: Will the Minister of **Home Affairs** be pleased to state:

(a) the total number of officers drawn from State Cadres of Jammu and Kashmir State, in the I.A.S. and I.P.S.; and

(b) the number of officers who have exchanged positions with their counterparts in the Central Services and the States and where and in what departments these State officers were provided with opportunity to work?

The Minister of State in the Ministry of Home Affairs (Shri Hajarnavis):

(a) I.A.S.	15
I.P.S.	9

(b) None.

Central Advisory Board on Harijan Welfare

644. Shri S. M. Banerjee: Will the Minister of **Home Affairs** be pleased to state:

(a) the recommendations made by the Central Advisory Board on Harijan Welfare which met in December, 1963; and

(b) the recommendations accepted by Government and the action taken on them?

The Deputy Minister in the Ministry of Home Affairs (Shrimati Chandrasekhar): (a) A gist of the recommendations is given in the statement laid on the Table of the House [*Placed in Library. See* No. LT-2404/64.]

(b) The State Governments and the concerned Ministries at the Centre have been requested to take appropriate action to implement the recommendations. Action is also being taken in the Ministry of Home Affairs on recommendations which lie in its direct sphere of action.

Aid for Research

645. Dr. Mahadeva Prasad: Will the Minister of **Education** be pleased to state:

(a) whether the University Grants Commission has instituted a new scheme to provide financial assistance for research work; and

(b) if so, the details thereof?

The Minister of Education (Shri M. C. Chagla): (a) Yes, Sir.

(b) A statement is laid on the Table of the House. [*Placed in Library. See* No. LT-2405/64].

Concessions to Political Sufferers

646. Shri E. Madhusudan Rao: Will the Minister of **Home Affairs** be pleased to state:

(a) whether political sufferers are given any concession in recruitment to public services;

(b) if so, whether a copy of the order will be laid on the Table; and

(c) whether these orders are also applicable to State Undertakings?

The Minister of State in the Ministry of Home Affairs (Shri Hajarnavis): (a) Yes, Sir. Under the existing orders, where prescribed conditions regarding qualifications are strictly fulfilled and any other considerations affecting assessment of merits of candidates are equal, the authorities who make selection of candidates for the public service are required to regard participation in national work as an additional qualification and accord preference to candidates who have made sacrifices in the cause of the country's Independence.

(b) A copy of the orders on the subject, is placed on the Table of the House. [*Placed in Library. See* No. LT-2406/64]. The age concessions, referred to in para 2 of the orders, has ceased to be in force after 31st December, 1951

(c) The State Undertakings follow their own policy in the matter of recruitment.

Correspondence Courses in Universities

647. { **Shri M. Rampure:** / **Shri Koya:**

Will the Minister of **Education** be pleased to state:

(a) whether Government have a plan to start correspondence courses at the university level during next year; and

(b) if so, the names of the universities in which the scheme is likely to be taken up?

The Minister of Education (Shri M. C. Chagla): (a) and (b). The Delhi University introduced Correspondence Courses in B.A. (Pass) from September, 1962 on an experimental basis. The question of extending this scheme to other universities will be taken up, if the Delhi experiment proves successful.

National Council for Women's Education

648. { **Shri P. C. Borooah:** / **Shrimati Maimoona Sultan:**

Will the Minister of **Education** be pleased to state:

(a) the main recommendations and observations made at the sixth meeting of the National Council for Women's Education in New Delhi held on the 10th February, 1964; and

(b) the action being taken in the light of the same?

The Minister of Education (Shri M. C. Chagla): (a) and (b). A statement is laid on the Table of the House [*Placed in Library. See* No. LT-2407/64].

Price of Nicobarese Copra

649. **Shri A. S. Saigal:** Will the Minister of **Home Affairs** be pleased to state the market prices prevailing in Calcutta and Madras, shipping freight from Nicobar Islands to Port Blair and thence to Calcutta/Madras and other expenses connected with the shipment and sale of Nicobarese copra and betelnuts in mainland markets, on the basis of which revised minimum purchase prices for Nicobarese copra and betelnuts were fixed on and from 1st July, 1963 by the Chief Commissioner of the Islands?

The Minister of State in the Ministry of Home Affairs (Shri Hajarnavis): The information is being collected and will be laid on the Table of the House.

Advisory Board for Minimum Wages in Laccadives

650. { **Shri A. V. Raghavan:** / **Shri Pottekkatt:**

Will the Minister of **Home Affairs** be pleased to state:

(a) whether there is any proposal to constitute an Advisory Board for fixing minimum wages for employment on the construction or maintenance of roads or in building operations in the Union Territory of Laccadives; and

(b) how far the wages prevailing in the territory compares with the wages prevailing in Kerala?

The Minister of State in the Ministry of Home Affairs (Shri Hajarnavis): (a) No Sir.

(b) The rates of daily wages prevailing in the Territory and those in Kerala are given below :—

	Rates of daily wages in	
	The Union Territory of Laccadives	Kerala according to State P.W.D. Schedule (in all areas excepting city limits)
	Rs. nP.	Rs. nP.
Unskilled workers	2·00	1·50 to 2·00 (Male Mazdoors)
Skilled workers	4·00 to 5·50	3·00 to 3·50

डिप्टी कमिश्नरों की नियुक्ति

६५१. **श्री ओंकारलाल बेरवा :** क्या गृह-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि दिल्ली प्रशासन के चलाने के लिए भारत सरकार तीन डिप्टी कमिश्नर नियुक्त कर रही है ; और

(ख) यदि हां, तो उन की कब तक नियुक्ति हो जायेगी ?

गृह-कार्य मंत्रालय में राज्य मंत्री (श्री हजरनवीस) : (क) और (ख). इस संबंध मे चीफ कमिश्नर, दिल्ली से कुछ प्रस्ताव प्राप्त हुए हैं तथा सरकार उन पर विचार कर रही है ।

12.00 hrs.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

REPORTED FIRING BY PAKISTANI ARMED FORCES ON REFUGEES

Shri Hem Barua (Gauhati): I call the attention of the Prime Minister to the following matter of urgent public importance and I request that he may make a statement thereon:—

> The reported firing by Pakistani armed forces on refugees coming into the Garo Hills, Assam, on the 6th and 7th February, 1964.

The Minister of State in the Ministry of External Affairs (Shrimati Lakshmi Menon): We have been informed by the Government of Assam that on the evening of February 6th, 1964, while a batch of refugees, numbering about 1,000, were crossing the Indo-Pakistan border near Bhogoirghat, under Dalu Police Station, from Mymensingh district, some personnel of the East Pakistan Rifles opened fire on this defenceless group of refugees which included women and children. It is known that at least 11 refugees were injured and two of the children between the ages of 3 & 4 were killed in this barbarous act of indiscriminate firing. The injured persons and the dead bodies were carried by the refugees to Dalu.

2. The Government of Assam, while reporting the details of this grave incident to the Chief Secretary, Government of East Pakistan, in their telegram dated February 7th, appealed "in the name of humanity to put

an immediate stop by issuing strictest possible orders to your E.P.R. personnel not to fire at or forcibly prevent panic stricken refugees entering our territory."

3. The Ministry of External Affairs presented a formal Note to the Deputy High Commissioner for Pakistan in New Delhi, on February 13th, in which the Pakistan Government's attention was drawn to the Government of India's note dated February 1st, reminding Pakistan of its responsibility to restore communal harmony in East Pakistan, and referred to the shooting incident as "cold-blooded murder" and requested the Pakistan Government to put an immediate halt to these acts "by meeting out the sternest possible punishment to those responsible for this heinous crime." It was also firmly impressed upon the Pakistan Government that in the view of the Government of India, the refugees pouring into India in their thousands from East Pakistan "are being driven out by calculated communal frenzy and that the Government of Pakistan must now accept the full responsibility for the immediate restoration of communal peace and harmony which is the touchstone of future coexistence between the two countries."

Shri Hem Barua: Since Pakistan's vandalism knows no bounds and after creating a hell fire there, they are shooting down the refugees as we shoot down the stray dogs, may I know in this context what steps the Government have so far taken or why the Government have not considered it necessary so far to instruct our High Commission in Pakistan to give armed protection to the panic-stricken refugees coming from there to the hills?

Shrimati Lakshmi Menon: This firing took place within the Pakistan territory.

Shri Hem Barua: But we can do one thing: we can instruct our High Commissioner there to give them armed protection (*Interruption*) instead of giving these people (*Interruption*).....

Mr. Speaker: Order, order. Inside their territory we cannot do anything.

Shri Hem Barua: Have we requested Pakistan that they should give us the opportunity to give armed protection to those refugees migrating from the barbarous ordeal in Pakistan?

Mr. Speaker: No country can allow that.

श्री यशपाल सिंह (कैराना) : क्या मैं जान सकता हूं कि गारो हिल्स के एलेक्शन्स को इसलिये मुल्तवी किया गया है कि वहां शरणार्थियों के कैम्प के कैम्प आ रहे हैं। अगर यह ठीक है तो कब तक सरकार इस पर कंट्रोल पा लेगी ।

अध्यक्ष महोदय : यहां फायरिंग का जिक्र है ।

श्री यशपाल सिंह : गारो हिल्स के एलेक्शन्स को इसलिये मुल्तवी किया गया कि सरकार कंट्रोल नहीं कर सकी । कब तक सरकार का कंट्रोल हो सकेगा ।

विना विभाग के मंत्री (श्री लाल बहादुर शास्त्री) : पता नहीं माननीय सदस्य किस चुनाव का जिक्र कर रहे हैं। कोई बड़ा चुनाव असेम्बली वगैरह का तो वहां होने वाला है नहीं । लेकिन जैसा माननीय सदस्य ने कहा उसके सम्बन्ध में मैं समझता हूं कि उनको हर चीज में सियासत और पालिटिक्स नहीं देखनी चाहिये ।

Shri Hem Barua: May I seek your guidance, Sir? On previous occasions, the Prime Minister has been telling us that other steps should be taken to protect the people besides sending protest notes that are increasing. Children are being smothered and

[Shri Hem Barua]

butchered. May I know what pressure our Government is bringing on the barbarous Pakistan Government?

Mr. Speaker: Order, order.

12.05 hrs.

RE. NON-CELEBRATION OF HOLI

अध्यक्ष महोदय : श्री प्रकाशवीर शास्त्री और कई माननीय सदस्यों ने एक नोटिस भेजा है कि यह हाउस रेजोल्यूशन पास करे कि इस बात का खयाल रखते हुए कि ईस्ट पाकिस्तान में हिन्दुओं की ऐसी हालत हुई है, हम होली के दिन रंग नहीं उड़ायेंगे और सेलेब्रेशन्स में हिस्सा नहीं लेंगे। मगर मेरे पास इसको स्वीकार करने का कोई अधिकार नहीं है। अगर यह रेजोल्यूशन शक्ल में हो तो इसको बैलट के अन्दर जाना चाहिये और उसके बाद यहां आना चाहिये। बिना उसके हम उसको यहां नहीं रख सकते। अगर माननीय सदस्य इस तरह की अपील करना चाहते हैं तो वे खुद अपना अधिकार रखते हैं और वे अपील कर सकते हैं।

श्री हरि विष्णु कामत (होशंगाबाद) : आप सलाह दे सकते हैं।

Shri P. K. Deo (Kalahandi): On a point of order, Sir. This House is a supreme body and it is a secular body. How can we make any recommendation or give any decision on a matter which is connected with religion?

Mr. Speaker: There is no need for point of order. When I am not admitting it, where is the question of any point of order? I cannot do anything in this. That finishes the matter.

श्री प्रकाशवीर शास्त्री (बिजनौर) : अध्यक्ष महोदय, मैं तो सिर्फ इतना निवेदन आप से करना चाहता था कि ईस्ट पाकिस्तान में जो हजारों की संख्या में हिन्दू मारे गये हैं, उनके साथ सहानुभूति प्रकट करने के लिये रंग न खेला जाये। होली का जो धार्मिक रूप होलिका दहन है उसे मनाया जाये। यह इस दृष्टि से भी कि कभी कभी ऐसा हो जाता है कि होली के दिन रंग वगैरह खेलने के अवसर पर झगड़े भी हो जाया करते हैं और पाकिस्तानी वृत्ति के जो लोग यहां हैं वे उससे लाभ ठाते हैं। होम मिनिस्टर से भी मैंने इस बारे में निवेदन किया था और वे भी मेरी भावना से सहमत थे। सदस्यों की भावना सारे देश में पहुंच जाये केवल मेरा यही अभिप्राय है।

Shri Kapur Singh (Ludhiana): May I say a few words before you close this matter?

अध्यक्ष महोदय : अब आप बैठ जायें, यह कोई डिस्कशन नहीं है।

Shri Kapur Singh: Not discussion, but only a statement.

Mr. Speaker: It is the same thing.

श्री बड़े (खारगोन) : होम मिनिस्टर भी चाहते हैं।

अध्यक्ष महोदय : होम मिनिस्टर चाहते हैं तो वे अपनी तरफ से कोई रेजोल्यूशन दे दें।

श्री हरि विष्णु कामत : आप अपनी राय दे सकते हैं, सलाह दे सकते हैं।

अध्यक्ष महोदय : हमें इससे पूरी सहानुभूति है लेकिन मैं इस पर डिस्कशन कैसे करने दे सकता हूं। हम सब की इसमें सहानुभूति हो, हम इससे इत्तफाक रखते हों, सब कुछ हो तो भी रेजोल्यूशन का जो ऐडमिशन है वह किसी कायदे के अन्दर होना चाहिये। मैं उसको यहां कैसे रख सकता हूं और कह सकता हूं कि उसको पास कर दिया जाये।

श्री प्रकाशवीर शास्त्री : राष्ट्र में सदस्यों की भावना किसी तरह मालूम होनी चाहिये ।

Shri Tyagi (Dehra Dun): Informally we all agree. No formal resolution is necessary.

श्री बड़े : होम मिनिस्टर कुछ कहना चाहते हैं ।

अध्यक्ष महोदय : मैंने उन्हें जवाब देने के लिये नहीं बुलाया है ।

12.08 hrs.

COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS

THIRTY-FOURTH REPORT

Shri Krishnamoorthy Rao (Shimoga): Sir, I beg to present the Thirty-fourth Report of the Committee on Private Members' Bills and Resolutions.

STATEMENT BY MEMBER

श्री प्रकाशवीर शास्त्री : अध्यक्ष महोदय, लोक सभा के पिछले अधिवेशन में दिल्ली के सेंट्रल कोआपरेटिव स्टोर के सम्बन्ध में कई बार यह चर्चा आई थी कि इस स्टोर ने उत्तर प्रदेश से बहुत सस्ते दामों पर गुड़ खरीदा और दिल्ली में भारी मुनाफे से उस गुड़ को बेचा । इस सेंट्रल कोआपरेटिव स्टोर को जिन शर्तों पर यह लाइसेंस उत्तर प्रदेश से गुड़ लाने के लिये दिया गया था उसका भी पालन नहीं किया गया और जब कि संकट काल में इस प्रकार से भारी मुनाफा कमाने वाले अन्य संगठन भारत सुरक्षा अधिनियम के अन्तर्गत आ जाते हैं तब इस स्टोर एवं इसके संचालकों पर उस सुरक्षा अधिनियम (डिफेन्स आफ इंडिया रूल्स) को क्यों नहीं लागू किया गया ।

१६-१२-६३ को इसी सम्बन्ध में एक अल्पसूचना प्रश्न संख्या ६ पर अनुपूरक प्रश्न करते हुए मैंने सम्बन्धित विभाग के मंत्री महोदय से यह जानना चाहा था कि इस सेंट्रल कोआपरेटिव स्टोर को जो लाइसेंस दिया गया था तो क्या लाइसेंस की शर्तों में एक शर्त यह भी थी कि यह स्टोर जिन को गुड़ बेचेगा, रसीद के ऊपर जिसको वह दिया जा रहा है उसका नाम और पूरा पता लिखा जायेगा । लेकिन उक्त स्टोर से जिनको गुड़ बेचा गया उसमें नाम और पूरा पता लिखने की शर्त का पालन नहीं किया गया, यदि हां, तो फिर इस स्टोर के खिलाफ क्या कार्यवाही की गई है ?

मंत्री महोदय (श्री अ० म० थामस) ने उसके उत्तर में कहा—"देयर इज नो सच कंडीशन इन दि लाइसेंसिंग आर्डर ।"

श्रीमन्, दिल्ली गजट एक्स्ट्रा आर्डिनरी पार्ट ४ दिनांक ६ अगस्त, १६६३ के पृष्ठ संख्या ४१५ में दिल्ली खंडसारी एंड गुड़ डीलर्ज लाइसेंसिंग आर्डर १६६३ की धारा ५ में स्पष्ट लिखा है कि "दी लाइसेंसी शैल इश्यू टू एवरी कस्टमर ए करेक्ट रिसीट ऑर इन वायस एज दी केस मे बी, गिविंग हिज ओन नेम, एड्रेस एंड लाइसेंस नम्बर, **दी नेम एंड दी लाइसेंस नम्बर (इफ ऐनी) आफ दी कस्टमर्ज ।**"

इस सब के होते हुए ऐसा प्रतीत होता है कि मंत्री महोदय ने उस समय पता नहीं किन कारणों से उक्त सेंट्रल को-आपरेटिव स्टोर की इस अवैध कार्यवाही को छिपाने के लिये सदन में अशुद्ध उत्तर दिया ।

लोक-सभा के प्रक्रिया तथा कार्य-संचालन सम्बन्धी नियमों के अधीन अध्यक्ष द्वारा दिये गये निदेश संख्या ११५ के अन्तर्गत में पिछले सत्र में ही इस विषय को सदन में उठाना चाहता था किन्तु सत्र की समाप्ति के कारण उस समय सम्भव न हो सका । अब मैं आपके द्वारा सम्बन्धित मंत्री महोदय

[श्री प्रकाशवीर शास्त्री]

से इस बात की जानकारी चाहता हूं कि उन्होंने वास्तविकता के सर्वथा विपरीत सदन को अशुद्ध उत्तर किस लिए दिया और ऐसा करने के क्या कारण थे ? और अब उस स्टोर के खिलाफ इन नियमों की अवहेलना करने के सम्बन्ध में क्या कार्यवाही की गई है ?

श्री त्यागी (देहरादून) : हो सकता है कि गजट गलत छप गया हो ।

The Minister of State in the Ministry of Food and Agriculture (Shri A. M. Thomas): Sir, I place on the Table of this House a statement correcting the answer. It is only a formal correction. In fact, in the main body of the Licensing Order there is no condition; it is only in the body of the licence form itself that the condition is there. I am placing the Statement both in Hindi and in English on the Table of the House.

Mr. Speaker: Was it required when a receipt or invoice was issued to any person?

Shri A. M. Thomas: Sir, I shall read out the statement.

During the supplementaries on Short Notice Question No. 6 answered on 19th December 1963, Shri Prakash Vir Shastri had asked the following question in Hindi:—

> "Whether it was not a fact that one of the conditions of the Licensing Order was that the name of the purchasers should be entered in the purchase Memo and whether the Delhi Co-operative Store did not comply with this requirement; if not, what action was taken against the Store."

I had replied this question in the negative and had stated that there was no such condition in the Licensing Order. I had pointed out that in fact they (shopkeepers) should keep records of the sales to the persons they had sold and other things and if you call for the records they should have necessarily to furnish them.

I checked up the position after the question was answered and find that while there is no direct provision in the main body of the Delhi Khandsari and Gur Dealers' Licensing Order, 1963, prescribing any condition to issue receipts for the goods sold, there is a condition in the form of the licence prescribed under the Delhi Khandsari and Gur Dealers' Licensing Order, 1963 (condition No. 5) under which a licensee has to issue to every customer a correct receipt or invoice, as the case may be, giving his own name, address and licence number, the name, address and licence number (if any) of the customer, the date of transaction, the quantity sold, the price per quintal and the total amount charged, and shall keep a duplicate of the same to be available for inspection on demand by the Director of Food and Civil Supplies or any other officer authorised by him in this behalf.

In view of this position, I would request that the first sentence of my reply to Shri Prakash Vir Shastri's Question may be amended as under:—

> "There is such a condition in the form of the licence prescribed under the Licensing Order."

As already stated by me in the House, a police enquiry was instituted against the Store and the investigations are more or less complete. The Delhi Administration had decided to launch prosecution against the Store and they are consulting the Law Ministry in the matter.

Shri Bade (Khargone): Sir, this House is not clear as to whether the form is prescribed under the rules or not. If it is prescribed under the

rules then, of course, that condition is already there. How could the Minister say that there was no condition?

अध्यक्ष महोदय : उन्होंने अब अपना जवाब दुरुस्त कर दिया है । सवाल था कि लाइसेंसिंग आर्डर में कोई कंडीशन है ? उन्होंने कहा नहीं ।

Shri Bade: It is prescribed under the rules.

अध्यक्ष महोदय : मगर उन्होंने चैक भी किया तो पता चला कि लाइसेंसिंग आर्डर में तो ऐसी कंडीशन नहीं है, मगर लाइसेंस फार्म जो है उसमें ऐसी कंडीशन है ।

Shri Bade: You know, Sir, when that condition is there, it means it has been prescribed under the rules.

अध्यक्ष महोदय : मैं इतना जरूर कहना चाहूंगा कि जो जवाब दिया गया वह टैकनिकली तो दुरुस्त है । सवाल था कि लाइसेंसिंग आर्डर में ऐसी कोई कंडीशन थी या नहीं, उनका जवाब इसलिए दुरुस्त है कि लाइसेंसिंग आर्डर में ऐसी कोई कंडीशन नहीं है । मगर जो सवाल की स्पिरिट है उस को देख कर जवाब आना चाहिए और मुकम्मल होना चाहिए क्योंकि ऐसा न होने से गलतफहमी होने का अन्देशा होता है पबलिक में । अब प्रकाशवीर शास्त्री जी ने यह इनफर किया कि ऐसा किसी को छिपाने के लिए किया गया । मिनिस्टर साहब का इरादा न हो ।

Even though the Minister might have done it inadvertently and not deliberately, the inference that might be drawn from it may not be conduoive to him.

Shri A. M. Thomas: What has happened is, as I have myself stated, when the question was answered last time there was a breach of the conditions of the Gur Licensing Order; necessary action is being taken on this score. So, there is no question of hiding anything.

Shri Hari Vishnu Kamath (Hoshangabad): Sir, on a point of order with regard to the answer given by the Minister. I am constrained to say that his answer discloses a definite trend to mislead the House. He says that it is not in the order; but the form prescribed is under the order. As you know, Sir, in subordinate legislation forms prescribed under the rules are as much part of the legislation as anything else.

Mr. Speaker: Order, order. It should not be presumed that there was any intention to mislead the House.

Shri Hari Vishnu Kamath: I said "a trend".

Mr. Speaker: A mistake has occurred. That has been corrected, that has been followed up and even earlier proceedings are being taken against the man for the offence committed. So, there is no question of hiding anything.

श्री बड़े : अब होम मिनिस्टर साहब आ गए हैं और श्री सत्यनारायण सिंह भी है । शायद वह होली के बारे में कुछ कहना चाहें ।

अध्यक्ष महोदय : आप बैठ जाएं । सत्यनारायण सिंह साहब से बाहर फैसला कर लें ।

श्री प्रकाशवीर शास्त्री : मैं आपके द्वारा निवेदन करना चाहता हूं कि यदि उनकी भावना का भी पता लग जाए तो अच्छा होगा ।

अध्यक्ष महोदय : क्या आप कुछ कहना चाहते हैं ?

गृह-कार्य मंत्री (श्री नन्दा) : जी नहीं ।

Mr. Speaker: We will now take up the general discussion on the Railway Budget.

12.17 hrs.

RE. ALLEGED BREACH OF PRIVILEGE

Shri Indrajit Gupta (Calcutta South West): Sir, with your permission, I would like to raise the question of the privilege of the House and I seek your guidance in the matter. As you know, on many previous occasions references have been made in this House to statements or declarations of Government policy which have been made outside the House while the House was in session. Several such instances have occurred in the past and you were pleased to observe . . .

Mr. Speaker: If he has some such instance, he should write to me and inform me. He should not raise it in this manner.

Shri Indrajit Gupta: I am now drawing his attention to this matter.

Mr. Speaker: He ought to have written to me so that I could have come prepared.

Shri Indrajit Gupta: There was no time. It has come only in today's paper.

Mr. Speaker: Then he can write to me today and raise it tomorrow.

Shri Indrajit Gupta: Sir, please bear with me for a minute.

Mr. Speaker: Not in this manner. I would request him to give me notice just now. I will consider it and if I feel it is so urgent, I will take it up in the afternoon.

Shri Indrajit Gupta: I have already given notice of a Calling Attention Notice.

Mr. Speaker: Action must have been taken on it if it has been given.

Shri Indrajit Gupta: It is a matter on which a decision has been taken by the Cabinet.

Mr. Speaker: I have taken action on that.

Shri Indrajit Gupta: It is a very important matter. It amounts to a fundamental revision of the industrial policy resolution and the House has not been informed about it.

Mr. Speaker: I would request him not to raise it in this manner. Let him have patience.

12.18½ hrs.

RE: BUSINESS OF THE HOUSE

Shri Nambiar: Sir, I would request that the date for the food debate may be announced so that hon. Members may know when we are having it.

Mr. Speaker: The Business Advisory Committee is meeting tomorrow when it will scrutinise everything and decide what subjects should be taken up when. It will be meeting at 4 O'clock. He can also attend the meeting.

12.19 hrs.

RAILWAY BUDGET—GENERAL DISCUSSION—*Contd.*

Mr. Speaker: The House will now take up general discussion of the Railway budget. The hon. Minister of Railways was on his legs.

The Minister of Railways (Shri Dasappa): Mr. Speaker, Sir, I rose yesterday evening to thank hon. Members for the good reception, by and large, which they have accorded to the Railway Budget, I find that

45 hon. Members have taken part, apart from the two colleagues of mine, and I had the pleasure and the privilege of listening practically to all the speeches. While they have generally appreciated the budgetary position of the Railways, they have also done me an additional favour of paying me a personal compliment. They have referred also to my chairmanship of the Estimates Committee. The Estimates Committee is one of the two most important parliamentary committees and I am glad that the reports of these two committees are receiving more and more attention at the hands of hon. Members.

May I, in the first place, deal with some of the financial aspects that arise from out of the discussion. It is somewhat interesting and I may say, strange that there have been contrary observations made by hon. Members with regard to the position of the Railway's finances. My hon. friends, Shri Nambiar, Shri A. P. Sharma and Dr. Sarojini Mahishi have said that the position has been very satisfactory. While my other hon. friends, Shri U. M. Trivedi and Shri Peter Alvares, have not exhibited that amount of satisfaction as the other hon. Members and proceeded to say that the position must be strengthened much more. That only shows that the Railways have been steering through a golden mean.

My hon. friend, Shri Warior, referred to the increase in the net revenue of the Railways before making payments to the general exchequer as having increased from Rs. 99 crores, which roughly was the figure for 1961-62, to about Rs. 130 crores during the current year and he proceeded to say that it was an increase of 50 per cent. That is rather an arithmetical inexactitude, if I may be permitted to say, because it makes just 33 per cent. He also referred to the net surplus creditable to the Development Fund being well above Rs. 30 crores during the whole period. It was not brought out, however, that the capital-at-charge which was Rs. 1,683 crores at the end of 1961-62 had risen to Rs. 2,136 crores at the end of the current financial year—an increase of 25 per cent.

Sir, the reasonableness or adequacy of any particular level of surplus depends upon two aspects, firstly, in its relation to the assets of the capital investment which earned it and, secondly, in relation to the immediate uses to which the surplus is to be put. In 1950-51 the surplus amounted to Rs. 15 crores when the capital-at-charge was Rs. 827 crores, which worked out at 1.82 per cent. Then, in 1956-57, as against a capital-at-charge of Rs. 1,072 crores, the Railways earned a net surplus of Rs. 20 crores, that is, 1.87 per cent. Strictly therefore the net surplus for 1964-65 when the capital-at-charge is expected to be Rs. 2,389 crores, should be substantially very much in excess of Rs. 40 crores which my hon. friend said would be reasonable. The second and the other important aspect to which I made an allusion in my budget speech is the increasing demand for rail users' amenities, staff welfare works and works on operational improvement which are essential for progressive modernisation of railway assets. These have resulted in an anticipated expenditure chargeable to surplus of nearly Rs. 30 crores in the current year and of Rs. 33 crores in the coming year. I leave it, therefore, to the House to judge whether the rise in surplus which is expected to be Rs. 30.8 crores only in the coming year, even with the marginal revisions in freight rates which I have proposed can be considered as prosperous as it is made out. My two colleagues have already explained how the estimates of earnings have been consistently realised. It was almost one of the stock arguments that the receipts were under-estimated and the expenditure was over-estimated. They have conclusively shown how very

[Shri Dasappa]

realistic it has been whether taken year by year or taken over a series of years. As for 1964-65, not only is there no ground to think that the surplus is in any way under-stated, but the House will appreciate that the recent trends in traffic give some room for anxiety and concern. We had expected to lift 17 million additional tons during the current year, and we hope to lift the same tonnage in 1964-65. But, as I have stated, the recent trends give us some room for concern, because during the last one or two months, there has not been the same traffic offering itself for the railways.

Another point which Shri Nambiar referred to was with regard to the depreciation provision being unreasonably high. He suggested that the railways were providing more for the depreciation fund than was necessary. He took a figure for the total capital of Rs. 1700 crores and computed depreciation at 2½ per cent per annum as working out to an annual provision of not more than Rs. 42½ crores. I believe he is an expert accountant. But I am rather surprised that he should have taken these figures. I shall presently show how some of these figures are wrong: Shri Warior also made a specific reference to the appropriation to the depreciation fund having been increased from Rs. 48 crores during the Second Plan period to Rs. 80 crores in the current year of the Third Plan period. I am heartened, however, by the contrary views expressed by Shri U. M. Trivedi who suggested that the depreciation fund and the development fund should be built up in such a manner that the railways became self-sufficient and did not have to draw upon the general revenues for building themselves up. I believe Shri B. K. Das also said more or less the same thing.

I cannot see from where Shri Nambiar took the capital investment figure as Rs. 1700 crores.

Shri Nambiar (Tiruchirapalli): I have taken the 1961-62 figures.

Shri Dasappa: I do not know why my hon. friend should go back to that year. The actual capital-at-charge at the end of 1962-63, the last completed year for which we have placed the figures before the House, as will be seen from page 75 of the Explanatory Memorandum, was Rs. 1896 crores nearly, and it is expected to increase to Rs. 2136 crores at the end of March, 1964, and to Rs. 2389 crores at the end of 1964-65. Now that he has got these figures before him I am sure he will realise that there was some inexactitude in asking for the cutting down of the depreciation amount.

Shri Nambiar: Even granting that it is about Rs. 2000 crores, at the rate of 2½ per cent per annum, it can only come to about Rs. 50 crores. How can it go up to Rs. 80 crores as is claimed?

Shri Dasappa: When I come to the demands on the utilisation of this fund, then my hon. friend will understand the real position. My hon. friend must also know that during the Second Plan period we had to draw very much more from these funds than what we had provided for, which provision was, to the tune of about Rs. 45 crores every year.

It has to be remembered that according to the recommendations of the Railway Convention Committee, the depreciation reserve fund has to finance not only replacement of assets—with which Shri Nambiar was satisfied—originally created from capital but also other assets. The value of all assets on this basis, with reference to which depreciation will have to be computed, is of the order of Rs. 3,000 crores, as shown in page 77 of the explanatory memorandum, in relation to which the depreciation provision of Rs. 80 crores in 1963-64, which includes an additional provision of Rs. 10 crores provided by this Parliament last year, will work out to 267

per cent—about the same percentage as my hon. friend wants. Whether the depreciation reserve fund is kept unnecessarily large or affluent can be judged by the simple fact that the balance anticipated at the end of 1964-65 in the fund will not be more than Rs. 50 crores in relation to the total capital at charge of Rs 2389 crores taking only assets charged in the books to capital and not the value of all capital assets, to which I have already referred.

It may also be pointed out that the actual withdrawal from the depreciation fund in 1962-63, the last completed year, was more than Rs. 75 crores, and this is expected to be of the same order or even more in the coming years with progressive replacement of overaged railway assets, the need for which was rightly pointed out by Shri Nambiar. You cannot have the cake and eat it too. In fact, the average annual provision for depreciation of Rs. 45 crores in the second plan period did not, as I said, prove adequate. Its inadequacy has been corrected more recently.

It should not be overlooked that the depreciation reserve fund at any time should have enough money to meet the full replacement costs of assets which are replaced, and further the amount set apart each year from revenue should suffice to cover the up to date depreciation accruing in each particular year in respect of assets which will come up for replacement later. I do not, therefore, see the point in Shri Nambiar's criticism that depreciation fund should be only for depreciation purposes and not for the purposes of renewal charges. Successive Railway Convention Committees, of 1949, 1954 and 1960, on the last of which an important Member of the affiliation of my hon. friend sat, have recommended the salutary principal of charging the full renewal and replacement costs to the depreciation fund, so as to arrest the increase of capital. I take it that he is in wholehearted agreement with his erstwhile colleague and friend, Shri Vittal Rao.

Shri Nambiar: If it is no secret, I can reveal that I differed from that decision.

Shri Dasappa: If they speak with divided voices, I would much rather go by the vice of one who has made a thorough study of it than that of the other person who bases his remarks on doubtful facts.

Our purpose is not only a sound commercial practice, but will save the general exchequer to that extent —I am sure the House will appreciate this fact, the obligation of raising further capital loans for railway purposes such as has been advocated by Shri Nambiar. The railways will thus finance a substantial porlion of the development programme in successive plans, including requirements of renewal and replacements from their own resources, which is what the country expects, which is, as I said, what the representative of his own persuasion on the Committee expected.

I would like to refer to the freights and fares question which has, to some extent, agitated some hon. Members, who have harped on resorting to economy measures and thereby eliminating any enhancement of these freights and fares. It is very easy for any one to say that if sufficient economies are only resorted to the need for enhancing these tariffs could be easily obviated. What is more, this is expected irrespective of the unavoidable increases in working costs arising from increase in the *per capita* cost of staff and in the cost of fuel and other materails consumed in the course of railway operations.

It is necessary for me to recall that the Railway Freight Structure Enquiry Committee of 1955-57, consisting of eminent persons including two MPs, went into the whole matter of

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efficiency of railway operation before they came to the conclusion that an overall increase of freight rates was inescapable. As I mentioned in my budget speech, even with the increase proposed by me, we shall be going beyond the increases which were recommended by the Freight Structure Enquiry Committee some 7 years ago with respect to the working costs of 1955—57 by a very much smaller percentage than would be justified by the increase in working costs since 1957. It is because of continued measures of economy and operational improvements by way of better utilisation of equipment and personnel that the railways have been able to keep down the increases in fares and freights in this manner. These measures will be continued. It will be seen that the costs have increased by 33 per cent since 1957 and we have not increased fares by anything like that, because the increase which comes to 13 per cent was reached on 1-7-62 and we added 5 per cent last year and 2 per cent this year. I certainly do not say that there is no scope for further economies, which, I may assure the House, will be pursued vigorously.

There is no doubt about the need to keep down prices to the maximum extent possible and I have kept this aspect very much in mind. But I would point out that an increase in freight by 1·8 per cent can have only a very small effect, a fraction of a percentage on the cost going into the prices of various commodities. This is one of the aspects some hon Members. referred to, namely. that the moment you raise the surcharge by 2 per cent, which works out effectively to 1·8 per cent, you would at once practically dislocate prices and they would be shooting up.

It should also not be forgotton that the measure of rationalisation proposed will mean an appreciable reduction in the transport cost of certain consumer goods of common use like medicines, cigarettes and mach-es. The House would surely appreciate that is not practicable to expect there should not be even the slightest effect on the cost of rail transport when wages go up and prices of commodities purchased for the railways from different industries like steel, coal etc. go up.

Shri Kashi Ram Gupta: On cigarettes, the cost should not be reduced, because they are cancer-producing.

Shri Dasappa: For that, he must refer to my hon. colleague, the Finance Minister, to see how he could step in and bring down the consumption of lady nicotine.

Finanlly, by increasing the utilisation of railway assets, it has been possible for the railways greatly to reduce for the users of the railways the impact felt by the railways of rising costs, prices and taxes.

I would like to deal now with the increased demands for repairs and renewals and the improved standards that are required. The House and the country rightly want extensive plans of adequate repairs and renewals. My hon. friend Shri Warior and other hon. Members also been stressed. All this means a standards in every direction. I need not detail all those points. The need for expansion and development has also been stressed. All this measns a higher level of expenditure, both revenue and capital. If there were to be no increase in fares and freights at all, it will only mean that the gap will have to be made good by general taxation. This, as rightly pointed out by the Railway Freight Structure Enquiry Committee, will probably affect more adversely the prospects of industrialisation and further expansion of trade.

I would like to deal with a certain doubt that has been expressed, which surprised me not a little, about the increases in freights and rates not

being fully rationl. It was the question whether a flat increase in the surcharge by two per cent in basic rates was well-conceived, or it was, as some hon. Members suggested, arbitrary, because it applied uniformly to all commodities except export ores. I had referred in the Budget speech to several factors which have increased the working expenses and other obligations of the railways. To recount some of them, increased payment to workers on account of night duty allowance, improved cadres, increased dearness allowance, improved family pensions, reclassification of cities for purposes of compensatory allowance, to mention only a few, have all raised the expenses of the Indian railways and have affected the cost of haulage of all commodities uniformly without exception. The same is obviously true of factors like increase in coal and diesel oil costs or in steel prices. These affect the cost of haulage of all commodities uniformly. Then again, the increased dividend payable at 5·75 per cent on the new capital has also an identical effect. A rational basic rate structure of the railways was evolved and adopted in October, 1958, after the Railway Freight Structure Enquiry Committee had made recommendations in 1957, and there have been even one or two additional steps taken since then by way of further adjustment and rationalisation where this was considered just. If the basic freight structure is fairly reasonable and not open to serious objection, and if the cost of moving all commodities has been increased uniformly by the different factors such as those I have mentioned, it is clearly reasonable and fair that the surchage devised to compensate for increased working costs and to maintain a fair return on capital should also apply uniformly to all commodities.

It has to be remembered also that the increase is nit much, and is effectively not more than 1·8 per cent on existing rates. If the freight rates of different commodities stood to each other in a certain ratio before the enhancement of the surcharge—and also, I may say, the ratio to cost—this ratio still obviously remains unaffected even after the additional element of this surcharge. There is, therefore, no ground to question whether the application of the increase is well conceived. It was certainly not arbitrary.

Dr. L. M. Singhvi (Jodhpur): Why not appoint a committee for freight rates?

Shri Dasappa: We had done it, and it is on the basis of their recommendations that we are now proceeding. Another committee is hardly necessary. They are not going to differ very widely from the recommendations of the previous Freight Structure Enquiry Committee.

Shri Nambiar: We have now overstepped the recommendations of the Committee.

Shri Dasappa: We have not overstepped in any sense; on the other hand, we have understepped as I have shown. If my hon. friend has not followed what I have said . .

Shri Nambiar: The present two per cent cent increase is overstepping.

Shri Dasappa: When there has been a 33 per cent rise in working costs, and the rise in freight rates so far after the 13 per cent rise is five per cent, I do not think the additional two per cent is going beyond the 33 per cent rise in costs which stands in relation to five plus two or seven per cent.

On the importance of securing an adequate return on capital, I share the views of the hon. Members who have

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expressed themselves on this subject. It will be seen from the tables on page 78 of the Explanatory Memorandum that the net return on the capital-at-charge before dividend payment, which had averaged 6·2 per cent in the first three years, will now come down to 5·6 per cent in 1964-65, even after, let my hon. friend Shri Nambiar note, the intended adjustments in freights for the reasons which I have set out at some length in the Budget speech. The relevant facts have been set out in the Budget speech and the Explanatory Memorandum. I am thankful to see that in general they have been duly appreciated by the House.

Some of the hon. Members have chosen to say that the comfortable position in which the railways find themselves today is not so much due to improved efficiency as to a slump in business. I want to enter my caveat and say a few words on this. I thought the Budget speech had made the position clear, but I want to explain a few facts there. The originating traffic lifted by the Indian Railways in the calendar years 1961, 1962 and 1963 were 160·7, 173·7 and 190.5 million metric tons respectively. Thus, an interval of two years witnessed an increase of almost 30 million originating tons. What was it in the First Plan period? It was not more than 4·6 million tons on the average. What was it during the Second Plan period? The average went up by 8 million tons. That is to say, for the entire Second Plan period it was 40 million tons. But in the first two years alone of the Third Plan we thave lifted an additional tonnage of 30 million. I ask the persons who are rather grudging in giving, I will not say the devil its due, but the Indian railways their due, to say if this is not a real achievement on the part of the Indian railways. Is not lifting an of average increase of 11 million tonnes yearly in the first two years something very much better than an average of 8 million additional tonnes yearly in the Second Plan period and an average of 4·6 million additional tonnes yearly in the First Plan period?

It is this significant and continuing increase in rail capacity in two successive years that has mainly contributed to the railways' present position of being able to tackle the traffic offered more or less currently. It is not at all correct that the railways' good position is due entirely to a slump in the demand for rail transport. I do not want to dwell very much on this subject. I am sure the House will recognise this fact and appreciate that it is after reaching much higher levels of capacity that doubts are being felt now whether the traffic demand will rise any further in order to fully use up available capacity. As my hon. colleague has also said, now we have come to a position when we are rather doubtful whether, having geared up the railways to meet additional traffic, so much of additional traffic as we have envisaged will offer itself for us to lift. That is what we are worried about, not the question of lessening the pace of our progress and efficiency.

Shri Thirumala Rao (Kakinada): On a point of clarification, is not the Minister optimistic that the Third and Fourth Plans would call upon the railways to lift much higher loads? He is expressing a little diffidence whether the acquired capacity will be fully utilised. Has he not got a proper estimate of the economic tempo that is going to be brought about in the Third and Fourther Plans?

Shri Dasappa: My hon. friend forgets that we are in the middle of the Third Plan. I am not referring to what we are going to plan for the Fourth Plan; we shall consider that in conjunction with the Planning Commission. We have got to reach at least 245 million tons by the end of the Plan period. I am not able to appreciate his point.

Shri Thirumala Rao: Is your pessimism justified?

Shri Dasappa: My pessimism is justified because in the year of grace 1964 we are not getting such traffic as we are capable of lifting. I am sure this will not last long. Maybe, people have built up heavy stocks of coal and they are not lifting more now; when their stocks diminish, they will lift more coal. Actually, I would also like to make it clear beyond doubt that the Railways who have equipped themselves for an increase in traffic continuing steadily accordingly to the Plan would welcome nothing better than the full impact of such a developing traffic. This would offer the stimulus of challenge as well as the opportunity to utilise fully and effectively the investments that have been made, and to earn the income that has been forecast. Although current traffic demands are being currently met, these demands in recent weeks have not been appreciably above the levels of the corresponding period in 1963. But the Budget itself, may I say again, is on the hope that traffic demands will once again pick up and rapidly increase so as to give the Railways a chance to meet the targets of lifting the additional 17 million originating tons in 1964-65 over the levels of the current year. The very fact that an outlay of Rs. 370 crores is programmed for expansion and development programmes for 1964-65 indicates that there is no complacency and that the Railways are getting further geared up for any eventuality. I was rather surprised that certain Members were harping on this question that we should not be complacent. If any such word or even thought had escaped me when I presented the Budget, they may have had some justification for saying it. On the other hand, we are going through our programme and we are not going to lessen the pace of our progress. Still I cannot understand why certain Members say: The Ministry should not be complacent.

Another query or conundrum was raised by Shri Warior wether Railways should be a utility service or a commercial service. I think he got a right answer when immediately afterwards it was said that it should be both utility and commercial service.. (*Interruptions.*) It is both-a utility service and a commercial service. We have never said that it was either the one or the other.

Shri Hanumanthaiya (Bangalore City): Mixed economy.

Shri Dasappa: Let us not mix our thoughts now. It was said that if the Railways worked as a commercial concern, the rate of return on capital would be much higher. The Railway Convention Committee specifically dealt with this problem and in 1954 came to the conclusion that the Railways should be both—a utility service and a commercial concern.

Shri Warior We have been that too. But whenever it is convenient for the Government, they say it is a commercial concern and they rely upon it. Whenever it is convenient to say that it is a public utility service, they rely on it and do not say the other.

Mr. Speaker: Because both are there.

Shri Dasappa: I will presently tell my hon. friend that it ought to be both and it is both. Railways have to provide as cheap and efficient a mode of transport as possible in the overall interests of national economy. They have at the same time to maintain their solvency and contribute substantially towards the resources required for their own development. The Railways, as a commercial department, pay cess together with sales-tax and excise duty on coal as well as sales tax on other materials, import duties on rolling stock and other items and municipal and local taxes on railway buildings, all of which aggregate to several crores of rupees a year. In fact, the general taxation changes made after the Railway Budget for the last year

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had been formulated has led to a substantial increase in the Railways' expenditure, both capital and revenue for which supplementary demands had been presented and which the House has been asked to vote. It would appear from the speech of Shri Peter Alvares that it is not generally appreciated that the Railways have to meet all these liabilities arising out of taxation.

An hon. Member said that if only the Railways were in the private sector it would have made double or four times the profit. Luckily for me, there are a few railways still in the hands of the private sector. Do my hon. friends realise in what plight they are? We saw only the other day what the position was with regard to the SS light Railway...(*An Hon. Member*: Narrow gauge) No matter what the gauge is. Let us not confuse the issues. It is in the hands of the private sector which is alleged to have all the capacity to manage things most efficiently. But they are in difficulties. I do not want to say more.

Shri Nambiar: They are toy railways.

Shri Hari Vishnu Kamath (Hoshangabad): Scrap the narrow-gauge.

Shri Dasappa: They are now seeking assistance from the U.P. State Government.

Some hon. Members were concerned with co-ordination between roads and railways. I do not know why they sould have dealt so much with that question because they knew that when Mr. Neogy resigned from his office of chairmanship of the co-ordination committee, there has been an announcement in the Press that this work is being continued with Mr. Tarlokh Singh as Chairman of the Committee. The Committee have gathered a large volume of very usefull material.

13.00 hrs.

Shri Hari Vishnu Kamath: What about Shri Neogy's own statement about his resignation? He made a long statement on his resignation throwing a different light on the matter.

Shri Dasappa: We are now talking of co-ordination and not Shri Neogy's resignation. He may have his own reasons for it. But the fact is that the work is now not going to stay put but it will be continued without any break. He had, I believe, a term of two years to go by still; I really do not know what exactly had been done then by Shri Neogy. But the point is, it is now going to be taken up, and I though I have no business to give any assurance on behalf of the Planning Commission, I think I may hold out some assurance that the final report on the matter will emerge in about six months. I expect that you want a studied report and not a patchy report.

Shri Hari Vishnu Kamath: We have studying it for a long time now, three years.

Dr. M. S. Aney (Nagpur): You have referred to the report of Shri Neogy. Is he still coninuing to be the Chairman of that Committee?

Shri Dasappa: He has resigned and his place has been taken over by Shri Tarlok Singh, a member of the Planning Commission.

Shri Nambiar: The point was that this committee—not about Shri Neogy's resignation—has been made subsidiary to the World Bank agency's enquiry which is uncalled for, and whether the railway has any share in this changed pattern. That was the point which was raised.

Shri Dasappa: I have not much idea of that causal relation between one thing and the other. The Planning Commission is seized of it and the Committee members are at their job.

I am sure that it would be wise on the part of Shri Nambiar to reserve whatever remarks he has till the report comes out.

Shri Sham Lal Saraf (Jammu and Kashmir): The Government of India has a committee of the World Bank for advising coal movement, etc. What some hon. friends pointed out was whether there is any overlapping between the two committees—the Neogy Committee and that committee.

Shri Dasappa: I do not think it would be proper on my part to go into those facts until and unless I study the whole question. I do not think this committee which is now to be presided over by Shri Tarlok Singh is going to be influenced in any wrong direction because of any other committee in the world. They are going to do the job in a purely scientific manner and you will see when it comes out that much of the apprehensions of some of my hon. friends are wholly unfounded.

Another point that was raised was that the improvement effected in the Indian railways by way of container service—which is really welcomed by the trade and commerce—is going to hit the industry. This is one other extraordinary statement that has been put forward. I think hon. Members will appreciate that if we can also render what is known as door-to-door service from one city to another city, from one town to another town, it is a thing which has got to be welcomed, because there will be no question of trying to interfere with the bulk of the commodity; it will be absolutely safe and there will be no room for pilferage and so on. It will also help the business because the railways will be able to go to the door of the consignor and it will be picking up there and then loading it by themselves and delivering it at the other end. So, this is a thing which I thought everybody should welcome, but anyway, one hon. Member has chosen not to appreciate this good service which the railways have planned for themselves.

Dr. M. S. Aney (Nagpur): We agree.

Shri Dasappa: Thank you. It is clearly desirable that transport of goods of any category should be through the medium best-suited to carry it at minimum best-suited to nation. In order to facilitate the attainment of this objective and for other sound economic reasons, there is a continuous effort in all the advanced countries to make freight rates cost-oriented to the extent feasible. The proposal made in regard to making slight increases in the coal rates for long distances, as well as reducing the classification of the commodities now classified at very high classifications are both motivated by this consideration.

I now come to a very important point which was raised by some hon. Members, notably by my hon. friend Shri Hanumanthaiya who, I think, rightly stressed the importance of a definite policy regarding the conversion of metre and narrow gauges to wider gauges.

Shri Hari Vishnu Kamath: He was here just now. Where has he disappeared?

Shri Dasappa: I would like to explain the policy that the Government have adopted for good and clear reasons. There is no doubt that, although on the Indian railways well over 80 per cent of the originating tonnage in freight is lifted by the broad gauge, the existence of a multiplicity of gauges, with the need for transhipment of traffic, does detract from what would be the ideal situation. I referred, however, in my budget speech to the practical difficulty of embarking on wholesale or even large-scale conversion. I do not know exactly.....

Shri Koya (Kozhikode): Why is the Government now constructing the Bangalore-Salem railway line on the metre gauge only?

Shri Dasappa: That is exactly what I am going to answer. As I have said, however desirable may be the programme of wholesale conversion of these smaller gauges into broad gauge, it is a difficult thing to resort to, because the cost itself, as computed by experts, may run into more than a thousand crores of rupees, and if we have got to exhaust all our energies and resources for this purpose, namely, only on conversion, of the gauges, what is it that we can do by way of giving additional amenities and facilities in other respects? That is not possible.

Shri Sezhiyan (Perambalur): It need not be in a single year; it may be done in 20 years.

Shri Dasappa: Therefore, the policy is very clear: that wherever there is traffic justification, in areas where we have the metre gauge system now, there, we will consider the question of converting the metre gauge into broad gauge. That is the first principle. Secondly, when laying down new lines, if the traffic justifies and if one or other end of that line is a broad gauge, then also we have got to consider the question of having a broad gauge line. Thirdly, where neither of the ends has a broad gauge, it would be impossible to think of a broad gauge between those two lines, because it is not worth-while. Then we can only think of a metre gauge. These are certain basic principles by which we are going. I entirely agree that the ultimate design should be to have one gauge all over India and that gauge, there is no dispute, should be the broad gauge.

Shri Sezhiyan: For the Salem-Bangalore line, both ends are broad gauge.

Shri Dasappa: If the traffic justifies. It is a very important provision. If, supposing, the traffic does not justify, then the likely result would be that having the broad gauge would mean more losses. That also is a simple matter for anybody to appreciate. Therefore, the question is, what we have chosen now is a very happy formula which we have adopted, namely, with regard to these new lines where the traffic does not justify a broad gauge, when we build up the track, culverts and the bridges—everything—will be fore the broad gauge standards, so that if in the course of years it is found necessary that the metre gauge is not enough to lift the traffic, then we could easily convert it into the broad gauge. That is not such a problem, once we have the bridges, culverts and tunnels, if any.

Dr. M. S. Aney (Nagpur): So far as the existing lines are concerned, that formula might hold good. But when new lines are constructed, will they be uniformly broad gauge?

Shri Dasappa: I am in entire sympathy with my respected friend that all new lines should be broad gauge, but—the 'but' is inescapable because as I said, if the traffic does not justify it, and if you have broad gauge instead of metre gauge, the losses will be much more than otherwise.

Shri Hari Vishnu Kamath: What about Hassan-Mangalore line?

Shri Dasappa: It is natural that my friend from Mangalore is very much interested in that line. We shall consider certainly at the right time whether we should have a metre gauge or broad gauge. But as we have assessed it at present, according to our survey, it is only metre gauge that is justified at the moment. But whether it is Salem-Bangalore or Hassan-Mangalore, the bridges, culverts, tunnels, etc. are all for broad gauge—I substantially. I think I have made the position very clear and I do not think there is any need for any further explanation on this point. I take it that Mr. Hanumanthaiya and others who have referred to this will be satisfied with this stand that we have taken up.

I know that one of the things that works as a handicap in the case of

multi-gauges is transhipment. It cuts speed, causes more delay and there are also the attendant incidental disadvantages of possible pilferage, damage and so on. We are fully conscious of that, but even so, as I said, we have got to hasten slowly with regard to this matter.

I now come to the important question of electrification and dieselisation. I am thankful to the House for having laid emphasis on a switch-over to either electrification or dieselisation. All of us are agreed on this point that the steam locomotive is out of date and obsolete. I would like to draw attention to a few figures which I have got here, which would be of interest to the House. On page 21 of this book on performance of our Railways they are given. The Canadian National Railways have 100 per cent dieselisation. The Canadian Pacific has 99·80 dieselisation. In Italy, it is 83.11 per cent electrification and 1.02 dieselisation. In France, it is 10 per cent dieselisation and 51 per cent electrification. The British railways are also now dieselising to a large extent. They have got 11.55 per cent dieselisation. In the United States, it is very interesting to know that 98·72 per cent is diesel and 1.22 per cent electric traction.

In India, the position is, taking all the gauges together, we have 7·90 per cent diesel traction and 5·41 electric traction. Having regard to the trends all over the world and the convenience and advantages of electrification and dieselisation, the Indian Railways have not lost time in taking up the manufacture of electric locomotives and diesel locomotives. We have manufactured quite a number of electric locomotives. The first AC locomotive was commissioned only the other day by the Prime Minister and the first diesel locomotive was commissioned by Shri Lal Bahadur Shastri in the first week of January. The advantages are obvious. As between electrification and dieselisation, there are more advantages in electrification in certain cases and in dieselisation in certain other cases. Both are able to give us more speed and more haulage. But where the density of traffic is very high, there electric traction is better than even diesel. But in diesel traction, there is more of manoeuvrability, which advantage is not there in electric traction. Diesel loco can go on any track, whether there is electricity or not. So, we feel that in India, the answer to the problem today is to see what are our requirements in each line.

13.17 hrs.

[MR. DEPUTY-SPEAKER *in the Chair*]

If the density is very much, then it would be to our advantage to go in for electric traction. If the density is greater than what the steam locomotives can negotiate, then we should go in for diesel traction. There is no doubt about that.

In regard to this, the cost of diesel and the cost of power also come into play. Luckily for us, it looks as though we will be able to have high-speed diesel oil for the purpose of traction. I may incidentally say to those who want to put the roads against railways that the diesel locomotive consumers per tonnage of hauling not more than one-fifth of what the road vehicles consume. For every ton of goods moved, by railways, it costs substantially less than what it would cost if it is moved by road. That is really an advantage for dieselisation.

Shri Hari Vishnu Kamath: Is it a fact that the cost of electrification per kilometre in India is much higher than in some other countries and if so, what are the reasons for this?

Shri Dasappa: I thought my hon. friend, more than all of us, myself included, knew this simple fact that we have got to import a lot of those parts which go for traction on the one side and also electrification of lines on the other.

Shri Hari Vishnu Kamath: What is being done to make those components here?

Shri Dasappa: That is exactly the problem which we are tackling now.

Shri Kashi Ram Gupta (Alwar): How does cost of diesel compare with cost of coal in the railways? Let us not compare railways with roads.

Shri Dasappa: It depends on the location of coal. If it is on the pit-head it costs so much less and if it is far-off it costs more. But in any case, the advantage with diesel is that when you do not use the locomotive, you do not have to use diesel oil. In the case of steam locomotives, whether it is on the run or otherwise, the steam has got to be kept up.

Shri D. J. Naik (Panchmahals): How does the cost of diesel engines compare with the cost of steam engines?

Shri Dasappa: It is very much more. We are now absolutely self-sufficient so far as our requirements of steam locomotives are concerned, and we have brought down the price enormously. The cost of a steam engine is just about Rs. 4·5 lakhs, for an electric engine it is about Rs. 11 lakhs and for a diesel engine it may be a couple of lakhs more..

Another factor which we have got to take into consideration is the availability of cheap power. We have got to work out what the running cost would be, quite apart from the non-recurring cost of capital outlay. That would be necessary. If, for instance, we are able to get power very cheap, even a little extra cost in electrification could be more than made up by the cheap electric power that we can get. Therefore, I would, say to any State which is thinking of having electrification to try and offer power very cheap because otherwise they would not have any electrification done.

I was talking about the gauge. I might illustrate as to how we are at this job and we are trying to do as much as possible by way of conversion of these gauges. I can give one instance straightaway. From Guntakal to Hospet we are having a parallel line of broad gauge, but from Hospet to Hubli and Londa and then on to Marmagao we are surveying now for conversion of the metre gauge into broad gauge. That is mainly required for the export of iron ore. The density of traffic between Poona and Miraj is already pretty heavy. Therefore, we are now going on with the conversion of that into broad gauge. We have got these things on our anvil.

Sir, I am afraid I am taking a little more time than I should.

Shri Hari Vishnu Kamath: To make it more comprehensive.

Shri Dasappa: My hon. friends are naturally interested in the other question which is agitating certain people of certain States, and that is the question of having new zones. I do not think I should hold the House very long on this point because this is a matter which has got to be guided entirely by the operational necessities of the particular area. I have already referred to this, I think, in my Budget Speech, stating that the Efficiency Bureau of the Railway Board has been continuing its study of the workloads and the operating-*cum*-efficiency indices of the different zonal railways. On the basis of this data, if it is found necessary that any further re-organisation is necessary, we would not hesitate to do that, as we have done in other cases in the past, but it will be primarily on operational grounds and for reasons of efficiency and service to the users.

Shri Kashi Ram Gupta: Every year this is being repeated.

Shri Dasappa: I believe, if my hon. friend was in my position, every year he would be creating a new zone.

Sir, we have already resorted to re-organisation by way of having the divisional system in many of the railways. We were having it only in two railways. Now we have introduced the divisional system in all the railways, except in two smaller railways where we have still not got the divisional system.

Dr. L. M. Singhvi (Jodhpur): In what way is the Railway Administration considering this question of re-zoning. What are the criteria that they

have arrived at for re-zoning—we know of operational-*cum*-efficiency and all those things. We want to know at what stage the thinking on re-zoning is in the Railway Administration?

Shri Dasappa: I think I told you that we are continuously on the job of assessing work-loads of various zones. I am glad that Shri Singhvi has put this question. I might tell the House that when we have got to think of a new zone we must take not only what is immediately before us but what is held out before us. We have to take a perspective view of things. We must look a little far ahead and assess what exactly is the kind of traffic that will offer itself in different areas. Supposing you have a steel plant that is coming up somewhere. What happens then? You will have very much more to cater to in that area where a steel plant comes up. Therefore, all these things have to be looked into. The moment we find that there is need for a new zone we will not hesitate. There is no doubt that it means more money. For instance, roughly, for a new zone headquarters 3000 new hands would be required and the recurring cost of administration would be about Rs. 2 crores a year apart from the non-recurring cost. Therefore, I am not too anxious to jump into this affair until I am thoroughly satisfied that it is very necessary for the purpose of improving the system. And, as I told you, in this matter I am anxious to be in as close a touch as possible with the representatives of the different areas.

Shri Kashi Ram Gupta: What about the change of headquarters from Bombay to some other place of the metre gauge section of the Western Railway? Some hon. Member has referred to it.

Mr. Deputy-Speaker: Order, order.

Shri Dasappa: Now, Sir, I would like to deal with certain things which may directly concern the users. One thing is about the speeding up of trains. I can assure the House that I am not myself satisfied with the rather slow movement of many of these trains. It is always easy for me to explain the matter. I would say that there is the question of building up of loops, doubling of tracks and so on affecting movement. I can give various reasons. But I would like to say that it shall be my endeavour to see that trains are speeded up as much as possible.

I am glad to find that these de luxe trains are very much appreciated all over. We have got four such rakes on the move in the Indian Railways. I am hoping to double this number as early as possible, because I know it will be very much appreciated by the people. So, instead of four we can have eight of them in the Indian Railways. I think this is a thing which my hon. friends would be happy to hear.

Then there is the question of sleeper coaches. This is another facility which is greatly appreciated by my friends all over. I entirely agree with them that much of our passenger receipts are from the third class passengers. I am also more than convinced that there is a lot of overcrowding. Therefore, I do not think it is necessary for any of the hon. Members to paint this picture of overcrowding in very lurid colours. I doubt very much if some of those hon. friends who do paint in that manner have travelled in third class as much as I have done. I may be for the moment in this office, but I have done a great deal of third class travel.

Shri Hari Vishnu Kamath: That was when there was not so much congestion.

Shri Dasappa: I have had no place to sit and I had to get upon the luggage rack.

Dr. L. M. Singhvi: Let that experience not be forgotten.

Shri Dasappa: There is no difference of opinion or controversy and I am one with them on this matter. I want to improve the position. There are

[Shri Dasappa.]

so many ways of doing it. We could introduce a few more trains. We are attempting to do it, as stated by my hon. friend, Shri Shahnawaz Khan the other day. I would like, if possible, to introduce more of janata trains. I would be going into all this.

So far as sleeper coaches are concerned, we have already ordered 145 broad-gauge and 150 metre-gauge sleeper coaches. If it is possible, I shall increase the number of sleeper coaches. But there is a limit on our capacity to produce sleeper coaches. I will certainly ask the Railway Board to see if they can gear up the production machinery so as to have more of sleeper coaches.

I am glad that many Members have appreciated the three-tier coaches. Of course, some said that their head gets knocked sometimes.

An Hon. Member: Not three tiers; two tiers.

Shri Dasappa: I have listened to all the speeches and I have got the notes here. The moment you talk of two-tier coaches the number of sleeper berths will be less. I would like my friends to settle the quarrel between themselves as to whether two tier or three tier is more preferable. Of course, if all my friends say they want two-tier coaches, I will go in for that. But when there is some preference shown by some people for three-tier coaches, I cannot ignore them.

Dr. M. S. Aney: Do not wait for agreement by conflicting views. Do what is good.

Shri Sham Lal Saraf: As the issue of tickets is restricted in the first and second class to the number of seats available, similarly the issue of tickets for the third class should also be limited so as to avoid ticketless travel.

Mr. Deputy-Speaker: Now he is on the subject of sleeper coaches.

Shri Dasappa: Dr. Aney was perfectly right. I may assure him and others that it does not matter what difference of opinion there may be, we will go on our own way, doing what we in all conscience feel is the right thing to do. Nobody can deflect me from that course of action. Having given sympathetic consideration to all the suggestions, I hope hon. Members would still like me to take my own decision.

Then, some hon. Members suggested that there should be only one class in the railways, a classless railway. Here I may point out that in Russia, which is the most Socialist state you can think of, there are five classes.

Shri Warior (Trichur): Shri Alvares is questioning it.

Shri Dasappa: I will give you the authority and then I suppose you will be satisfied. Otherwise, I have no objection if he makes a trip to Russia and studies it himself.

Shri Hari Vishnu Kamath: Will you send him?

Shri Dasappa: Even here what is the present position? Our present first class is not the original first class but second class; similarly, our present second class is the original Inter class. There is only change in name.

Dr. M. S. Aney: All forgery classes.

Shri Kishen Pattnayak (Sambalpur): What about the air-conditioned class?

Shri Dasappa: We have introduced it because there is demand. Apart from being a utility concern, we are a commercial concern also. So, we have to play a dual role. If people want air-conditioned coaches and are prepared to pay for them, we shall introduce them. Here I will ask one question. Do we not want tourists in this country? Or do we want to shut the door against all tourists? If we want tourists in India, we cannot do away with air-conditioned coaches.

As I said, we are making every effort to improve third class. Now we have got better bathrooms, fans, mirrors and other facilities.

Shri Kashi Ram Gupta: What about the five classes in Russia?

Shri Dasappa: I will give you the authority.

Another matter which has caused me a lot of anxiety and distress is ticketless travel and alarm chain pulling.

Shri Hari Vishnu Kamath: Which railway is the worst?

Shri Dasappa: I do not think I should expose any railway. The unfortunate thing is, we restored the blanked alarm chain in the hope that it will be used very judiciously and that too only when there is a necessity. But the moment we restored the alarm chains ticketless travel increased enormously. I am sorry. I have not got the figures with me. Here we have to remember that the railways are the wealth of the nation and no politics should be introduced into it. By trying to eliminate ticketless travel we would be rendering some service to the nation. So, I want my friends to co-operate with me in this matter. What are the suggestions that my hon. friends could offer me in order to eliminate this malady of ticketless travel? In fact it is hert that all the constructive suggestions of my hon. friends should find free play. If hon. Members could help me in eliminating ticketless travel I shall ever be grateful to them. This is a matter which depends more upon the atmosphere or climate of the area. No doubt, an improvement in the educational system will have its own effect. Now if there is ticketless travel and if a railway employee questions such a person, he is manhandled. In the normal course, the other passengers should go and assist the railway employee. But, unfortunately what usually happens is that tht public rush to the aid of the rowdy elements which manhandle the railway employees.

Shri P. R. Patel: Perhaps, the railways are not helping these people....

Shri Dasappa: Because he tries to do the public duty of going and collecting the fare whereas the man wants to travel without paying the fare. That is the kind of thing which I would beg of the hon. Members here to help me in eliminating. In no case should we show any sympathy with people who travel without tickets. It should be deemed to be an indecent thing and social evil if anybody were to travel without paying the necessary fare.

There are many other things which I would like to refer to. I am sure, my hon. friends would like me to say a word on the question of labour relations, but I will take some other occasion to do so. They wanted the negotiating machinery at the Centre to give them a regular, standing tribunal but we do not give in to that because that might mean encouragement for referring a hundred things to this tribunal. We have always been ready and sympathetic to refer any important matter to an *ad hoc* tribunal, like, the Shankar Saran Tribunal. We have accepted his recommendations *in toto*. So, what I would like my hon. friends now to think of is this. Let us all feel that the cause is one and the same, the objectives are the same; so, let us bend all our energies to the task of putting forth our best, whatever the position may be, and see that we improve the efficiency of this great national undertaking, the Indian Railways.

Before I conclude....

Shri Hari Vishnu Kamath: You have not referred to corruption in the Railways.

Shri Dasappa: You know, there is the Vigilance Department. Nobody will say that he would like to countenance corruption in any form Corruption takes a variety of forms. It is not merely money but nepotism and various other things, like, not meeting out punishment where it is justly due, not holding a proper inquiry and all these things. I am hoping to give some better account of the work of the Indian Railways so far as corruption is concerned and, I hope, next time they would not be able to say so much.

Shri Kishen Pattnayak: What about dearness allowance?

Shri Dasappa: I am glad he put that question. They second Pay Commission had said that if the cost of living index went up 10 points beyond 115 and remained there for 12 months, for one whole year, that has got to be made up. I think, Shri Peter Alvares said that it must be cent per cent. neutralisation. The Pay Commission did not say that. So, when it went up from 115 to 125, we did give this benefit. I believe from November 1960 to October 1961 when it stood at 125, they have been given this neutralisation and there has been a rise in dearness allowance; I think, neutralisation went up to as far as 75 per cent. and that is the thing which you must kindly welcome because it could not be better than that. Beyond 125 to 135 we have not yet had a full twelve-month period; even so, we have done something by way of giving Rs. 2, Rs. 5. and Rs. 10 as *ad interim relief*.

Shri Nambiar: That was for the increase up to 125 and not beyond 125, which is yet to be covered.

Shri Dasappa: I said, from 115 to 125 it was there from November 1960, if my memory proves correct, to October 1961; so, that was given. The neutralisation then was up to 75 per cent. But the Pay Commission did not say that it must be hundred per cent. neutralisation as my hon. friend, Shri Peter Alvares, said. Further than that, up to 135, we want to wait for another 12 months. Anyway, that is a general thing and not merely concerning the Railways. I go with the rest of the Central Government employees. I can assure you that so far as I am concerned when the time for neutralisation comes whatever formula is to be applied Railways will not lag behind at all.

Dr. L. M. Singhvi: Substantial neutralisation of rising prices can be done only if some commodity benefits can be conferred on the Railway employees, for example, cheap grain shops and things like that, so that they do not have to come up again and again to you for neutralisation.

Shri Dasappa: I think, my hon. friends will have ample opportunities to talk even about this demand and so on.

I want to say two things before I conclude. A number of friends have made a number of suggestions. Many of them are worthy of our consideration and examination. We have noted all of them and I have an idea of informing every one of the hon. Members who have spoken about the points which I have not covered as to what action it is possible for us to take on the particular suggestions; whether they are acceptable or not is a thing which we will indicate. So, let not hon. friends who find that we are unable to accept the suggestions feel aggrieved because we have not found it possible for us to accept them if, after the closest examination and the most serious thought it has not been found practicable or feasible, or there have not been enough resources for the purpose.

Shri Nambiar: What about the bonus proposal? It is very important.

Shri Dasappa: All that can be taken up later on.

There is one other thing on which, I think, you will permit me to say a few words. Certain hon. friends have let fall from their lips certain words which I wish they had omitted. They have characterised—some of them—the Railway Board with which I am intimately associated and whose working I have had the opportunity to see at close quarters as Grand Moghuls and so on. I do not want to say the other words which they have used and which they should not have used. I am sure, in calmer moments they will themselves think that they have done wrong to the members of the Board for having used those words. I do not want them again to go into the record here.

Shri Hari Vishnu Kamath: Grand Moghul is not a term of abuse.

Shri Dasappa: No, it is not; but were they paying a compliment to me as the Minister of Railways, for the moment entrusted with this job, when they said that I am heading a set of Grand Moghuls....

Shri Warior: That is not the fault of the Minister.

Shri Dasappa: ....and I am not able to manage the Ministry in the manner in which the House would like me to handle the Ministry and the Board?

Shri Hari Vishnu Kamath: It is only descriptive, not abusive.

Shri Dasappa: It is not abusive. I am glad, he at least tries to mollify the effect of it. But I will say this. So far as the Board are concerned, I have had a pretty long experience to deal with bureaucrats and officials and I do not find the Railway Board members anything so vitally different from the rest of the people with whom I have had the privilege to work in a different State, of course. I think, they are doing a mighty good job. Every letter that goes out from an MP receives the closest attention. I have not seen another Ministry where so much of attention is paid to every letter that has been sent by an MP.

Shri Hari Vishnu Kamath: What about non-MPs?

Shri Dasappa: Shri Kamath cannot say that I can be different in one thing from another. That is not possible.

Shri Hari Vishnu Kamath: I did not mean that. On a point of information I asked.

Shri Dasappa: I am glad, Shri Kamath also appreciates this fact. I want to make it amply clear here and I want it to go on record that so far as the Railway Board and the rest of the Ministry are concerned, they are doing a very hard job and they are not of the wooden or orthodox type. You will see that every new improvement that is required is being made, whether it be by way of integral coaches, or locomotives, either steam or electric, or diesel engines, the Railways or signalling and so on; we are taking the quickest action, and trying to make as modern as possible.

I am very thankful to hon. Members for having supported this budget. As I said earlier, we shall all try to do our best to see that the Indian Railways will give even a better account next year than what they have done so far.

DEMANDS FOR GRANTS—RAILWAYS 1964-65

Mr. Deputy-Speaker: The House will now take up discussion and voting on the Demands for Grants in respect of the Budget (Railways) for 1964-65.

25 hours have been allotted for the general discussion and the Demands for Grants. About 16½ hours have already been taken on the general discussion, and so, about 8½ hours remain for the Demands.

Shri Hari Vishnu Kamath (Hoshangabad): 10 hours were allotted separately for the Demands for Grants. So, it cannot spill over.

Mr. Deputy-Speaker: The total time allotted is 25 hours. We have already taken 16½ hours and we are now left with 8½ hours. We should stick to this schedule; otherwise, the entire time-schedule will be upset.

Shri Sonavane (Pandharpur): Demands for Grants constitute a separate item.

Shri Sezhiyan: 10 hours were allotted separately for the Demands.

Mr. Deputy-Speaker: 25 hours were the time allotted for the entire Railway Budget.

Shri Kashi Ram Gupta (Alwar): 15 hours for the general discussion and 10 hours for the Demands for Grants.

Mr. Deputy-Speaker: We shall go by the decision of the Business Advisory Committee.

Shri Nambiar (Tiruchirapalli): It was also made clear in the Business Advisory Committee that we shall have 15 hours for the general discussion and 10 hours for the Demands for Grants.

Mr. Deputy-Speaker: We have already taken 16½ hours. If we do not stick to the time-schedule, we may not be able to get through the budget discussion in time.

Shri Nambiar: What transpired in the Business Advisory Committee was this. 15 hours were allotted for the general discussion and 10 hours for the Demands for Grants; then it was said if there was a little more stretching required, that could be done, but there was no suggestion to reduce the time allotted for the Demands to something less than 10 hours. That was the understanding reached. All of us were there.

Shri Hari Vishnu Kamath: On a point of order. The note received for this afternoon's meeting of the Business Advisory Committee, from the Department of Parliamentary Affairs also makes it clear. For Wednesday, we find that.....

Mr. Deputy-Speaker: That is for today's business.

Shri Hari Vishnu Kamath: The Government's note itself says that the speech of the hon. Minister was scheduled to go on up to 2 p.m.; apart from that, 10 hours are allotted for the Demands for Grants.

Mr. Deputy-Speaker: I do not know. I was not present at the Business Advisory Committee. We shall proceed with the discussion now, and we shall leave it to the Speaker.

We shall take up Demand No. 1 first. Shall we have 5½ hours for Demand No. 1?

Shri Nambiar: No; till the end of today, we shall have the discussion on Demand No. 1 relating to the Railway Board. And the hon. Minister may reply tomorrow morning, and then we may have some cut motions for voting. After that, the rest of the Demands may be taken up together.

Mr. Deputy-Speaker: That is, till the end of today's sitting, we shall have the discussion on Demand No. 1. Hon. Members who have cut motions to this Demand may move them now.

Mr. Deputy-Speaker: Motion moved:

Demand No. 1—RAILWAY BOARD

"That a sum not exceeding Rs. 1,09,50,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1965 in respect of 'Railway Board'."

Dr. Ranen Sen (Calcutta East): I beg to move:

That the demand under the head Railway Board be reduced to Re. 1.

[Top heavy administration in Railway Board (1)].

Shri Bade (Khargone): I beg to move:

That the demand under the head Railway Board be reduced by Rs. 2,40,000.

[Need to abolish the Directorate of Vigilance(3)].

Shri Dinen Bhattacharya (Serampore: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100.

[Need to (i) build over-bridges connecting Kasba and Ballygunge areas and Tiljala and Boudel Road in Calcutta and at Serampore, Sheoraphuli and Baidyabati level crossings on G.T. Road, (ii) extend the over-bridge at Dum-Dum Cantonment station to connect platform No. 3 with platform Nos. 1 and 2 with an exist outside the station, and construct an over-bridge at Dum-Dum Junction station leading from southern

side with a staircase exist down from embankment, (iii) provide a level-crossing or an over-bridge between girls college and the boys school at New Barrackpore Halt station, (iv) broaden the subway at Konnagar, (v) construct sheds on Belur, Hind Motor Halt, Begumpur, Haripal and Balarambati stations in Howrah Division, (vi) introduce a fast train on B.A.K. Loop of Eastern Railway, (vii) improve and speed up the electric suburban railway on Eastern Railway, (viii) introduce more sleeper and reserved coaches in long distance trains between Howrah, Delhi, Madras, Cochin, Mangalore, Bombay and Pathankot, (ix) introduce a daily Janata Express named Kerala-Bombay Janata Express to satisfy the traffic needs, (x) provide through third class-sleeper coaches from Delhi to Cochin and Delhi-Mangalore, (xi) provide more trains between Calicut and Mangalore especially during night, (xii) provide an additional Express train between Mangalore and Ernakulam, (xiii) provide more third class sleeping accommodation for long distance passengers at Tellicherry station, (xiv) absorb the staff of Railway Electrification Department, (xv) grant dearness allowance according to the rising cost of living, (xvi) upgrade the posts of Foremen grade 'C' to Foremen grade 'B' in South Eastern Railway Workshops, Kharagpur, (xvii) reinstate all employees whose services have been terminated under rules 148 and 149 of the State Railway Establishment Code arising out of the Supreme Court Judgment of 5th December, 1963, (xviii) discontinue the practice of transferring class IV employees to far-off places, (xix) grant night duty allowance to all employees performing night duty, (xx) implement the award of Shankar Saran Tribunal by upgrading the artisans in workshops, (xxi) condone the break in service of certain workmen of Golden Rock Workshop and Tirunelveli (Southern Railway) for alleged stay on strike, (xxii) stop suburban trains at Mandalpara between Kankinara and Shyamnagar on Eastern Railway, (xxiii) provide a second station for Baranagar people on Eastern Railway on the direct Barrackpore route, (xxiv) create a new zone out of Southern Railway and Central Railway for efficient transport, (xxv) continue repairs to railway quarters and colony roads even during emergency, (xxvi) reduce the rent of railway quarters (xxvii) retain the loco-shed at Calicut, (xxviii) permit carrying of mango consignments by Cochin and Mangalore Expresses (Southern Railway) for quick transit, (xxix) evolve a formula to grant recognition to trade unions on principle of membership strength, (xxx) grant recognition to the Dakshin Railway Employees Union and the Chittaranjan Railwaymen's Union, (xxxi) absorb the casual labour after six months of service, (xxxii) grant house building advances to all employees including Class III and class IV, (xxxiii) grant at least a month's emoluments as bonus per year to all Railwaymen, (xxxiv) evolve a coordinated transport policy not in line with the World Bank agency's purpose of limiting only low-rated freight to Railways, (xxxv) refuse the World Bank Agency's proposal of a pattern for haulage of coal to short distances, and (xxxvi) retrenchment of existing staff and recruitment of new staff in Railway Electrification Department, (xxxvii)

[Shri Dinen Bhattacharya]

non-payment of full dues to retired employees even after several years of their retirement, (xxxviii) failure in strengthening and assisting the Committee on Transport Policy and Coordination under the chairmanship of Shri K. C. Neogy. (4)].

Shri Bade: I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100

[Need for one fast train between Bhopal and Ratlam(6)].

Shri Sivamurthi Swami (Koppal): I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to introduce new railway lines and new trains in the developed areas particularly in Tungabhadra project area in Mysore State, and (ii) inefficiency in goods transport especially in mining areas.(7)].

श्री किशन पटनायक : मैं प्रस्ताव करता हूं :

कि रेलवे बोर्ड शीर्षक के अन्तर्गत मांग की राशि घटा कर एक रुपया कर दी जाय।

[(१) रेलवे कर्मचारियों के वेतन तथा सेवा की शर्तों में विषमता, (२) कुशलता के प्रयोजनार्थ सेवाओं को मान्यता प्रदान करने में असफलता, और (३) बिना किराये की यात्रा एवं रियायतों सम्बन्धी नियमों का पुनरीक्षण करने में असफलता। (८)]

Dr. L. M. Singhvi (Jodhpur): I beg to move:

That the demand under the head Railway Board be reduced to Re. 1.

[(i) Ambiguity, equivocation and uncertainty in the matter of reorganisation of Zones, and (ii) failure to undertake changing of metre gauge to broad gauge on an extensive scale (9)].

Shri Narasimha Reddy (Rajampet): I beg to move:

That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to (i) provide proper amenities for the third class passengers, and (ii) provide proper food in the dining cars and absence of dining cares in G.T. Express from Madras to Delhi and from Gantakal to Secunderabad.(10)].

श्री किशन पटनायक : मैं प्रस्ताव करता हूं :

कि रेलवे बोर्ड शीर्षक के अन्तर्गत मांग की राशि १०० रुपये कम की जाय।

[(१) रेलवे के भोजन-व्यवस्था विभाग में अधिक मूल्यों एवं कुप्रबन्ध रोकने की आवश्यकता, (२) असन्तोषजनक शिकायत संगठन, (३) रेलवे में भारतीय भाषाओं की उपेक्षा, (४) उड़ीसा में नई रेलवे लाईनों की आवश्यकता, (५) रेलवे में पर्याप्त सुरक्षा प्रबन्धों का आवश्यकता, (६) रेलवे में भ्रष्टाचार रोकने की आवश्यकता और (७) तीसरी दर्जे के यात्रियों के लिये अधिक यात्रा सुविधायें उपलब्ध करने की आवश्यकता। (१२)]

Shri Hari Vishnu Kamath (Hoshangabad): I meg to move:

That the demand under the head Railway Board be reduced by Rs. 100.

[(i) Need to grant dearness allowance according to the high cost of living, (ii) need to reinstate in service all those who

were victimised after the strike of Central Government employees in July, 1960, and (iii) elimination of monopoly in the matter of Book stalls at railway stations. (13)].

Mr. Deputy-Speaker: These cut motions are now before the House.

Dr. Ranen Sen: I want to say a few words in connection with certain things. I do not know whether I shall get an opportunity to speak afterwards on the other cut motions, and, therefore, I shall deal with the important points right now.

Yesterday, the hon. Deputy Minister of Railways, Shri S. V. Ramaswamy, was talking about the catering arrangements. Probably, he does not know the horrible state of affairs in respect of the catering arrangements in the railways. This point was raised by many hon. Members in this House during the railway budget discussion last year also, and then also it was promised by the hon. Minister that the affairs would be looked into and things improved.

But I am sorry to say that during the last one year, the catering arrangements in the railways as a whole have deteriorated so much that there is a general tendency among the public to carry food with them, and to avoid the dining cars and the food available at the stations. Not only have the prices of the items sold by the Catering Department increased, but the quality also has deteriorated. Of course, I can understand if the prices have risen because the prices of other things also are going up, and, therefore, I do not hold the Ministry responsible for that. But while the prices are rising, I do not know why the quality should deteriorate and why the passengers should be kept in a difficult position in respect of food, particularly passengers who are travelling long distances. I want to pinpoint this particular thing in order that the Ministry may take serious steps in this regard.

Secondly, in connection with the employees of the dining car, I was surprised to know very recently that they were not regular employees of the railways. The Catering Department is a regular Department of the railways, but the employees working in this department, such as the waiters and cooks etc. are not regular employees of the railways, but they work on the commission system. The commission system works out like this They get two annas per rupee on what they sell. It comes to nearly Rs. 90 a month including tips from passengers. During the summer days when the traffic is less, the amount is less. I may also point out that for a cup of tea that they take in the dining car, they have to pay the necessary amount; and similarly for the food that they take, one rupee is deducted every day. I was surprised to know all these things in detail a few months back. There was a regular complaint by these waiters in this regard. So, if we want to eradicate corruption on the railways, particularly in the Catering Department and in the dining car, it is high time that the authorities should look into this matter and do something to make the waiters etc. regular employees of the Catering Department.

Further, during the winter days, in the Northern Railway particularly, and also part of the Western Railway, where there is extreme cold—for example, this year, the temperature went down below freezing point in Delhi—these people who were working had no winter clothes at all. At least from the humanitarian point of view, I would request the Ministry to give them some winter clothing so as to protect them from the biting cold that is found in the northern parts of India If the winter clothes are supplied once in two years, that would suffice.

The third point which I want to raise is in connection with electric traction in the Sealdah division. Electric traction was introduced there after a long delay. This is probably

[Dr. Ranen Sen]

one of the most crowded divisions in India. At least that is my impression. I am not quite sure of that, but that is my impression. The electric train system which is running today in the Sealdah division is really scandalous. Only 9 or 10 EMU units start from Sealdah and then come back. This was the position in the Ranaghat section about fifteen days back. In the Bongaon section, I am told that only four or five trains are running.

The Deputy Minister in the Ministry of Railways (Shri Shahnawaz Khan): We are increasing the number.

Dr. Ranen Sen: I know that the Railway Administration is increasing the number, but considering the tremendous volume of the crowd in Sealdah, it is high time that the railway authorities take serious steps to increase the number of electric trains. I might also point out that the number of suburban electric trains that run in the Bombay Central and VT sections is much higher than the number of passenger trains in Howrah and Sealdah divisions which are more crowded than the former. As a consequence, a large number of accidents take place in the Sealdah division, particularly in suburban sector. Considering all these points, the railway administration should take early steps to increase the number of trains as early as possible.

14.00 hrs.

The last point concerns my constituency. It is a very important point. It is about ihe construction of an overbridge connecting Kasba with Ballygunj. Last year, I got a letter from the Railway Board or from the then Minister, Shri Swaran Singh, that the matter was being discussed between the Railway Ministry and the Calcutta Improvement Trust of the State Government. This is being discussed for the last 1½ years but nothing tangible has taken place. So I had written to Shri Swaran Singh to expedite it. I was told that there was a hitch somewhere between the Railway Ministry, the State Government or the Calcutta Improvement Trust.

But this is a very important point connecting two important areas of Calcutta. During most of the time in the day, the level crossings are closed to vehicular traffic to make room for the railways to pass. There are people coming from the Kasba area to Ballygunj, Calcutta proper. But because of this, so many mishaps have taken place. Therefore, I request that this matter be atended to very quickly, this part of the construction work done and whatever bottleneck is there removed as early as possible.

Shri S. N. Chaturvedi (Firozabad): The Railways have been able to cope with the increasing demands of a developing economy and this is a matter for satisfaction. But a good deal remains to be done in regard to efficiency and quality of service. The standard of cleanliness has deteriorated, and lavatories particularly, both in trains and at stations, are unclean, and stink. The same thing applies to maintenance and repairs. Some of the first class compartments have descended to the level of old inter class compartments. Fans and lights have now been provided even in third class compartments. But I do not know wherefrom the batteries are imported. It is a very common experience that even in the summer months the fans barely move but do not give any breeze. It is almost impossible to read even in first class compartments during night time without straining one's eyes.

Amenities provided in third class compartments have certainly made travelling easy, but all this is nullified by the heavy overcrowding, which has been commented upon by almost every Member who spoke. Level crossings have frequently figured in the discussions either in connection

with the large number of accidents on unmanned level crossings or in connection with traffic hold-ups in the neighbouring towns or cities. The railways have taken up the position that it is not possible for them to man every level crossing. That is understandable. But I think some system could be devised in this modern age of science whereby some sort of automatic signalling contrivance could be installed to indicate whether a train is coming or not.

As regards traffic hold-ups, the railways have taken the stand that the local bodies should make the matching contribution for construction of overbridges or under-ways. I do not know how far this is equitable. These thoroughfares existed before the railways came upon the scene, and it is because of the railways that traffic is being obstructed. Secondly, they are a commercial enterprise. Their earnings are large which the resources of local bodies are not adequate to meet this demand. Even so, if something has to be contributed by them, it should be in the ratio of 25 to 75, in no case more. It should be possible in this manner to remove this cause of complaint at many places, where virtually the roads are closed for a quite a long time, the traffic cannot flow smoothly and easily. This complaint is not only because of long detentions but leads to malpractices. Near rural areas, I have myself experienced detensions of two hours and more when shunting was going on. I have also mentioned this in the consultative committee, but I do not think things have improved very much.

This also becomes a source of corruption. Complaints have been made that money has been realised from gadiwallas at night quite often. This matter needs constant vigilance.

I should like to put in a word for the restoration of a railway line which was dismantled sometime in 1938 in my constituency. It was the Agra-Bah line, a stretch of about 50 miles or so. As a matter of fact, the initial conception of the project was too narrow because the line was not connected with either Jaswantnagar or Etawah on main line. That was one of the handicaps. Even as it was, there were many shortcomings. Virtually condemned stock and material was used there. There were no signalling arrangements on all the intermediate stations. Quite a few were merely halts. The result was that it took about 4 hours to cover the 50 mile distance which by bus would take only about two hours. No ballast was laid on the track, and the train raised so much dust that passengers had to gasp for breath. Finally, when they came out, they had all a very ghostly appearance. The goods traffic, for want of sidings, was not properly exploited. Tickets were sold in the train, with the result that the major part of the income went into the pockets of the staff. Naturally, for no fault of the people of that area, but on account of the mismanagement and mishandling of this line, the income was very poor. As a result the line was dismantled. This has done a double disservice to us. Not only the facility which existed was withdrawn, but it also gave the area a bad name, which has barred future consideration of the matter. Whenever we have raised it in representations from the public and otherwise, the usual reply has been that it proved unprofitable. Nobody has cared to go into the reasons why this venture failed. So, I would earnestly request the hon. Minister to kindly look into this matter. This is an area which has gained notoriety for dacoity and gangstorism, and good communications are an urgent need even for the mobilisation of the police force. In that context, too, it is very necessary that this line be restored. It will also help in the economic development of a hinterland of about 3,000 square miles or more, which is now lying backward and undeveloped. I therefore plead for the restoration of this line which was dismantled not because there was insufficient passenger or goods traffic.

[Shri S. N. Chaturvedi]

but because the railways themselves accorded it a most stepmotherly treatment.

Mr. Deputy-Speaker: Shri Bade.

Shri Hari Vishnu Kamath: On a point of order. Before my hon. friend Shri Bade speaks, I wish to say it is rather sad that when these important Demands are being discussed, there is profound emptiness on the benches opposite, and I would request that the quorum bell be rung. There is no quorum.

An Hon. Member: It is empty on your side also.

Shri Hari Vishnu Kamath: It is proportionately better on my side.

Mr. Deputy-Speaker: Do you challenge quorum?

Shri Hari Vishnu Kamath: Yes, of course.

Shri S. N. Chaturvedi: Do not mar the profundity of the emptiness.

Shri Shahnawaz Khan: I thought there was an understanding that during the lunch hour quorum would no be insisted upon

Shri Hari Vishnu Kamath: That convention has been smashed. We smashed it in the last session, which ended on that note.

Mr. Deputy-Speaker: The quorum bell is being rung.

An Hon. Member: Nobody is coming.

Shri Hari Vishnu Kamath: Then we will have to adjourn.

Mr. Deputy-Speaker: If there is no quorum. I will adjourn the House. Now there is quorum. Shri Bade.

श्री बड़े (खारगोन) : माननीय उपाध्यक्ष महोदय, रेलवेज की डिमांड्ज के बारे में मैं यह कहना चाहता हूं कि यहां पर अप्पर इंडिया के बहुत मिनिस्टर्ज हैं, इस लिए अप्पर इंडिया की सब लोग फ़िक्र करते हैं। इसी तरह मद्रास और साउथ इंडिया की भी सब फ़िक्र करते हैं। लेकिन ऐसा मालूम होता है कि मध्य प्रदेश और राजस्थान नैग्लेक्टिड एरियाज हैं ।

मध्य प्रदेश में हमारे यहां मीटरगेज रतलाम से खंडवा और अजमेर जाती है, लेकिन वहां पर ब्राडगेज नहीं है । राजस्थान में फ़तेहपुर से चुरु एक रेलवे लाइन तैयार हो गई और वहां की जनता ने रेलवे मंत्रालय को २१,००० रुपये दिये । लेकिन जब किराया चार्ज होने लगा तो यह कहा गया कि ४३ किलोमीटर के बजाये ८६ किलोमीटर का किराया देना पड़गा, क्योंकि रेलवे नुक्सान में जा रही है और अभी तक वह नुक्सान में जा रही है । वहां की जनता ने इस के विरोध में बहुत आवाज उठाई, वहां पर पैम्फ़लेट बांटे गए और लोगों ने रेलवे स्टेशन के सामने सत्याग्रह किया, लेकिन रेलवे बोर्ड और रेलवे मंत्रालय ने उस तरफ कोई ध्यान नहीं दिया । फ़तेहपुर से चुरू तक के लिए ८६ मील का जो किराया लिया जाता है, उस की तुलना में रोड ट्रांस्पोर्ट कम किराया लेती है । इस लिए रोड ट्रांस्पोर्ट से ज्यादा लोग जाते हैं और इस कारण रेलवेज को नुक्सान होता है। वहां पर रेलवेज को नुक्सान होने का कारण यह है कि वहां पर टिकटलैस ट्रैवल बहुत होता है और वहां पर करप्शन भी बहुत ज्यादा है ।

इन्दौर से भोपाल जो गाड़ी जाती है, वह रात को ८ बजे चलती है। केवल ९६ मील जाने के लिए—शायद इस से कुछ ज्यादा होगा—वह गाड़ी कम से कम बारह घंटे लेती है और सुबह साढ़े सात बजे पहुंचती है इस की तुलना में बस में इन्दौर से भोपाल केवल चार घंटे में जा सकते हैं । इस लिए इस को फ़ास्ट ट्रेन बनाया जाना चाहिए । इस गाड़ी के द्वारा इतना अधिक समय लिये

जाने के बारे में जब पूछा जाता है तो बताते हैं कि इस गाड़ी को उज्जैन में ढाई घंटे पड़े रहना पड़ता है। बड़ौदा से भोपाल जो गाड़ी जाती है उस ट्रेन के साथ इस के डिब्बे कनेक्ट किये जाते हैं। अगर वह कनेक्शन नहीं हुआ, तो पैसेंजर्ज वहां पर पड़े रहते है और साढ़े ग्यारह बजे भोपाल पहुंचते हैं। इन बातों को कोई देखता नहीं है। वहां पर कोई कन्डक्टर नहीं होता है और डाइनिंग कार की व्यवस्था भी नहीं है।

हम रेलवे बजट में देखते हैं कि दिल्ली, कलकत्ता, बम्बई और साउथ इंडिया में लाइन की डबलिंग हो रही है। चूंकि साउथ इंडिया के माननीय सदस्य यह मांग करते हैं, इसलिए उन के यहां भी डबलिंग हो रही है। मैं बताना चाहता हूं कि मध्य प्रदेश में खंडवा से दाहोद तक अभी तक कोई रेलवे लाइन नहीं है। वहां पर दो सौ मील तक चारों ओर कोई भी रेलवे लाइन नहीं है। पूरे मध्य प्रदेश में यही स्थिति है। पहले श्री लाल बहादुर शास्त्री रेलवे मन्त्री थे। उनके बाद श्री जगजीवन राम और श्री स्वर्ण सिंह आए। अब श्री दासप्पा रेलवे मन्त्री बने हैं। मुझे मालूम नहीं कि उनके सामने आवाज उठाने से भी मध्य प्रदेश में रेलवे लाइन्ज मिलेंगी या नहीं।

वह पूरा ट्राइबल एरिया है, जहां नौ लाख आदिवासी रहते हैं। मैं शासन से पूछना चाहता हूं कि क्या उसने उन ट्राइबल्ज के लिए कोई रेलवे लाइन दी है। शासन ट्राइबल्ज के लिए सर्विसिज रिजर्व करता है, लेकिन क्या उसने ट्राइबल्ज के लिए कोई रेलवे लाइन बनाई है या नहीं ? मध्य प्रदेश में सबसे ज्यादा ट्राइबल एरिया है। खंडवा से दाहोद तक रेलवे लाइन बिछाने के लिए, पहले भी डिमाण्ड की गई थी। खारगोन और बड़वानी बीच में पड़ते हैं, जहां कि मेरी कांस्टीट्युएन्सी है। वह ट्राइबल एरिया है। इस सम्बन्ध में मध्य प्रदेश से शासन के पास बहुत से लोग आए, लेकिन रेलवे मन्त्रालय की ओर से कहा गया कि चाइना के साथ वार हो गई है, इस लिए इस समय, यह लाइन नहीं बनाई जा सकती है। फिर कहा गया कि कौलफील्ड्ज को डेवेलप करना है। कोई न कोई कारण बता कर हमेशा इस डिमाण्ड को टाला जाता रहा है। मैं चाहता हूं कि यह रेलवे लाइन शीघ्र बनाई जाये।

जहां तक ठेकेदारों का सम्बन्ध है, अभी करारी दतिया एण्ड सोनागिर डबलिंग के लिए एक ठका दिया गया। उस ठेके के बारे में पैम्फलेट बांटे गए हैं कि इसके लिए चार टेंडर आए थे, लेकिन उनमें से पांच लाख रुपये के लोएस्ट टेंडर को मंजूर न करके छः लाख के टेंडर को मंजूर कर लिया गया। इसके परिणामस्वरूप सरकार और रेलवे मन्त्रालय को ७८,००० रुपये का लास हुआ। मैं पब्लिक एकाउण्ट्स कमेटी का मेम्बर हूं। मैं वहां देखता हूं कि जब कभी रेलवे मन्त्रालय के एकाउण्ट्स आते हैं, तो कंट्रैक्टर्ज की कुछ न कुछ गड़बड़ी रहती है। मुझे मालूम है कि सी० पी० डब्ल्यू० डी० में कंट्रैक्टर्ज के द्वारा बहुत करप्शन होता है। कंट्रैक्टर्ज के द्वारा हर जगह करप्शन होती है और उनकी एक अलग क्लास तैयार हो गई है। मैं शासन से पूछना चाहता हूं कि इस ठेके में ७८,००० रुपये का लास क्यों हुआ। कंट्रैक्टर्ज एक प्रकार से अभिशाप बन गए हैं और उनके कारण करप्शन बढ़ रही है इसलिए उन पर वाच रखनी चाहिए।

जहां तक पैन्शनर्ज का सम्बन्ध है, १-४-५७ को जिन रेलवे सर्वेन्ट्स को पेंशन हो गई, उनको पेन्शनरी बैनिफ़िट्स मिलने चाहिए इस सम्बन्ध में कर्मचारियों ने शासन को प्रार्थनापत्र भेजा है। जब श्री दासप्पा एम० पी० थे, तो उन्होंने उन लोगों को एक पत्र में कहा था कि "आई एप्रिशेट यूअर डिमाण्ड्ज" अब जबकि वह इस आसन पर आ गए हैं और मन्त्री बन गए हैं, तो वह कहते

[श्री बड़े]

हैं—उनका कहना नहीं है, रेलवे बोर्ड का कहना है—कि "इट विल एम्बैरैस दि होल फिनांसिज़ आफ़ दि रेलवेज़ ।"

श्री हरि विष्णु कामथ : गद्दी का असर पड़ गया है ।

श्री बड़े : जी हां, गद्दी का असर पड़ गया है । वह पड़ता ही है । मैं चाहता हूं कि उन लोगों को पैन्शनरी बैनिफ़िट्स मिलने चाहिएं ।

इसके बाद मैं सिग्नलर्ज़ और गार्डज़ के बारे में कुछ कहना चाहता हूं । आज गार्डज़ में बड़ा असन्तोष है ।

Dr. L. M. Singhvi: And rightly so.

श्री बड़े : वे कहते हैं कि ड्राइवर्ज़ को जो एलाउन्स मिलता है, वह उन को क्यों नहीं दिया जाता है । अगर इंजिन के साथ ड्राइवर रहता है, तो गार्ड भी उसके साथ ही रहता है । गार्ड को भी उतने ही दिन ड्राइवर के साथ व्यतीत करने होते हैं । गार्डज़ का कहना है कि "सी" में उनको १.५५ रुपये मिलते हैं, जबकि ड्राइवर्ज़ को २.५० रुपये, "बी" में उनको १.६० रुपये मिलते हैं, जबकि ड्राइवर्ज़ को २.६५ रुपये मिलते हैं और "ए" में उनको १.७० रुपये मिलते हैं, जबकि ड्राइवर्ज़ को २.८० रुपये मिलते हैं । इस प्रकार का फर्क क्यों रखा गया है, मैं समझ नहीं पाया हूं । यह फर्क समाप्त होना चाहिये । मैं चाहता हूं कि जो स्थिति है, उसको मन्त्री महोदय साफ करें ।

सिगनैलर्ज़ के बारे में यह कहना चाहता हूं कि उनकी बहुत सी पोस्ट्स खाली पड़ी हुई हैं । उन पोस्ट्स को फिलअप क्यों नहीं किया जाता है । साथ ही साथ जो एवार्ड था शंकर सरन का, उस पर आपने अभी तक अमल नहीं किया है और जो उनको मिलना चाहिये था, वह उनको नहीं मिला है । अभी मन्त्री महोदय ने अपने भाषण में कहा है कि शंकर सरन का जो ऐवार्ड था, उसको उन्होंने पूरी तरह से इम्प्लेमेंट किया है । लेकिन मैं समझता हूं कि जहां तक सिगनेलर्ज़ का सम्बन्ध है, उन पर इसको पूरी तरह से लागू नहीं किया गया है । मैं चाहता हूं कि उस पर पूणतः अमल हो ।

अब मैं केटरिंग डिपार्टमेंट के बारे में कुछ कहना चाहता हूं । केटरिंग डिपार्टमेंट जो फूड देता है, वह सवा रुपये में हम को मिलती है । जो चाय दी जाती है, वह बहुत ही खराब होती है । उस चाय को एक बाटल में भर कर मैं मंत्री महोदय को ला कर देने वाला था ताकि उसका एनेलेसिस हो सके और पता चल सके कि उस में चाय कितनी है, शूगर कितनी है, पानी कितना है, दूध कितना है । तेरह नये पैसे लेने के बाद भी चाय ऐसी होती है जो पीने के काबिल नहीं होती है । जो खाना मिलता है सवा रुपये में उसकी क्वालिटी भी बहुत खराब होती है और उससे पेट तक भी नहीं भरता है । मैंने एक बार एक से पूछा कि क्या बात है कि क्वालिटी इतनी खराब होती है । उसने जवाब दिया कि जब हम प्राइवेट केटरर थे, तब तो काम चल जाता था लेकिन अब हमारे ऊपर इंस्पैक्टर हैं जोकि इंस्पेक्शन के लिए आते हैं और जब तक उनको चाय न मिले या खाना न मिले तब तक काम नहीं चल सकता है । उसके बाद सुपरवाइज़र होते है, उनको भी खाना देना पड़ता है । उनके ऊपर दूसरे अफसर होते हैं । जिस तरह से पी० डब्ल्यू० डी० में हिसाब किताब चलता है, उसी तरह का हिसाब किताब यहां भी चलता है । यही कारण है कि चाय आदि खराब मिलती है । यह जो बात है मुझे केटरिंग डिपार्टमेंट के एक आदमी ने बताई है । जहां तक सवा रुपये में खाना दिये जाने की बात है, जो चपाती दी जा.. है वह इतनी पतली होती है और साथ साथ इतनी छोटी होती है कि उस में से मैं और कामत साहब एक दूसरे का अगर मुंह देखना चाहें तो देख सकते हैं । इतनी पतली वह चपाती होती है ।

उन चपातियों को खाने से पेट तक नहीं भरता है । यह मैं वेजीटेरियन खाने की बात कर रहा हूं । नान-वेजीटेरियन खाने में क्या कुछ दिया जाता है और उससे पेट भरता है या नहीं, मुझे नहीं मालूम । वेजीटेरियन खाने की ही बात मैं आपको बतला रहा हूं । जब आप पैसे पूरे लेते हैं तो जो अन्न आप देते हैं, वह अच्छा तो होना चाहिये और साथ साथ वह इतनी मात्रा में तो मिलना चाहिये कि एक आदमी का पेट भर सके । थर्ड क्लास के मुसाफिरों को जो चाय मिलती है, वह कैसी होती है, इसको भी आप देखें ।

आपने अजमेर और इंदौर के बीच में एक फास्ट ट्रेन चलाई है । लेकिन बीच में जावत स्टेशन जो पड़ता है, उस पर वह ट्रेन ठहरती नहीं है । वह एक तहसील हैडक्वार्टर है । वहां से गरोट को जाने के लिए गाड़ी बदलनी पड़ती है । गरोट एक डिस्ट्रिक्ट हैडक्वार्टर है । इसका नतीजा यह होता है कि गरोट जाने के लिए मुसाफिरों को जवात में रुकना पड़ता है । कई बार मैंने इसके बारे में कट मोशन दिये हैं और मैंने यह भी कहा है कि जवात स्टेशन पर एक प्लेटफार्म और एक शैड की व्यवस्था की जाये, लेकिन कोई ध्यान नहीं दिया गया है । वहां पर आदमियों को और लेडीज़ को धूप में खड़ा होना पड़ता है और बच्चों को बड़ी मुश्किल का सामना करना पड़ता है । आपको चाहिये कि आप इस ओर ध्यान दें ।

मीटर गेज से ब्राड गेज आप जब करेंगे तब करेंगे, यह तो ईश्वर के हाथ की बात है, वही जब चाहेगा तब यह काम होगा, आपके हाथ से तो वह हो नहीं सकता है । इसलिए मैं आप से इतनी ही प्रार्थना करता हूं कि जहां जहां पर भी मीटर गेज है वहां वहां पर जो जो सुविधायें मिलनी चाहिये उनको देने की व्यवस्था आप करें ।

अन्त में मैं इतना ही कह कर समाप्त करता हूं कि मध्य प्रदेश में जहां जहां ट्राइबल एरिया है, वहां आप नई रेलवे लाइनें देने की कृपा करें ।

Shri P. Venkatasubbaiah (Adoni): I am sorry, Sir, I have not much time and so I would only touch upon some important points. I am constrained to say that my greatest regret is that it appears that my State of Andhra Pradesh is not in the railway map of India. Several times, our people and also the State Government put forward certain legitimate and well-reasoned demands but I am sorry to say that they did not find favour with the Railway Board. The Railway Development Programme in the Third Plan period envisages an outlay of Rs. 147 crores on 1200 miles of new railway lines and Rs. 70 crores on the electrification of 1100 miles for existing railway track. The only new railway lines proposed for implementation during the Plan period in the Southern Region are: Mangalore-Hassan; Bangalore-Salem and Manamadurai-Virudhunagar. Not even one new railway line has been taken up in Andhra Pradesh.

Then again, we have been demanding the creation of a new Railway zone out of the Southern and the Central Zones, not on parochial considerations or provincial fanaticism but because of the hardships that come in the way of the users and the commercial interests and also on grounds of administrative efficiency. We never said that this new zone should be co-terminus with the boundaries of our State. The Central and the Southern zones are working hard; they are far-flung and the interests of the people are not well-served by these unwieldy zones. I was told that the present Railway Minister's predecessor, Shri Swaran Singh, was almost on the point of creating a new railway zone. I therefore, earnestly request the hon. Minister Shri Dasappa to consider this matter not on any parochial considerations

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nor on any linguistic basis but purely on administrative convenience and rendering better service to the people. Our State Government has been urging upon the Railway Ministry here, for a long time, the necessity for some new lines in our State. A broad gauge line from Ongole to Hyderabad *via* Nagarjunasagar to be later extended by a broad gauge line to Sirpur Kagaznagar in Adilabad district; a metre gauge line from Raichur to Kothagudem *via* Sriramnagar, Nalgonda and Khammam with branch line to Mancherla; a broad gauge line from Kothagudem to Visakhapatnam *via* Bhadrachallam, with a line between Bhadrachalam and Bailadilla in Bastar District, Madhya Pradesh; a broad gauge line from Ramagundam to Nizamabad; a broad guage line from Nellore to Mydukur; a broad gauge line from Nandyal to Katpadi *via* Mydukur, Cuddappah, Pileru and Pakala and a separate broad gauge line from Renigunta to Trupati. They have suggested the construction of an overbridge at Adoni.

I am constrained to say that these proposals had not been considered by the Railway Administration. Recently, replying to a question whether the lines suggested by the State Government of Andhra Pradesh for inclusion in the Fourth Plan have been considered, the hon. Deputy Minister, Shri S. V. Ramaswamy, said that no consideration had been given as yet to any proposals for construction of new lines in the Fourth Plan. Justice and fairplay demand that there should be all round development in every corner of the country, without regional imbalances. The policy of Railway Administration in laying new railway lines is to promote economic development generally taking into consideration the needs of industry, commerce and agriculture. In actual practice, however, the benefits of the new railways projected during the Third Plan go substantially to areas lying outside Andhra Pradesh. When a principle is enunciated it is just and fair that it should be applied everywhere, and I would earnestly request the Railway Administration to go into the demands of these people.

Coming back, again, to the new railway zone, the new Railway Minister has been very considerate in telling us that it is engaging his active consideration. In this connection I would like to tell the hon. Minister that if he wants to rationalise the entire railway zonal system in this country it will take many, many years. I know, the bureaucratic set-up is such that it will not be possible for the hon. Minister to rationalise the entire railway zonal system. So I would earnestly request him to make a good beginning so that it may soon follow in the other zones, and I would request him to see that a separate new zone is created as early as possible so that it may serve the interests of the people in a better way.

There is another matter with respect to my constituency. There has been a proposal to construct an overbridge at Adoni. Adoni is a big commercial centre where there is always a terrific traffic jam, and the railway gate is closed for most part of the day with the result that the vehicular traffic comes to standstill. I have been urging upon the Government to take up the construction of this over-bridge. I would mention for the information of the hon. Minister that the municipality concerned has also come forward to give its share of the contribution for laying the approach roads, etc. I would therefore, request the hon. Minister to see that the construction of an overbridge there which is a long-standing demand and a genuine demand of the people is taken up as immediately as possible.

Shri Dasappa: There is no trouble. I can assure him that if the approach roads are made there is no trouble at all.

Shri P. Venkatasubbaiah: I am very thankful to the hon. Minister for having given this assurance. I will certainly go and see him so that he may be able to help us in this regard.

There is another thing. The State Government has also sponsored proposals for the electrification of existing railway sections in the State in the order of priority indicated below:

(1) Vijayawada—Waltair;

(2) Hyderabad—Warrangal;

(3) Hyderabad—Kurnool.

These are the three proposals that have been put forward. I would like to request the hon. Minister to give his best consideration to this and see that these sections are electrified as soon as possible.

My last point is this. I would like to impress upon the hon. Minister that the Hyderabad-Bangalore railway line, which is a metre-gauge line, should be converted into a broad-gauge line as immediately as possible, because it serves two States, Mysore and Andhra Pradesh. Both the States will be benefited by this. This will be beneficial not only for passenger traffic but also for carrying of iron ore and other materials that go for the development of industry in this part of the country. So it will be in the best interests of commerce and industry and also of passenger traffic if this line is converted from metre-gauge into broad-gauge.

With regard to the catering system I will state only one point. Wherever the catering is being done by a contractor it is terribly bad. I can say that, though there are certain shortcomings, the catering that is being done by the administration is by far satisfactory when compared to that done by the private contractors. And I would request the hon. Minister to slowly replace the contractors by departmental catering.

One last word. The coaches that are put from Hyderabad to Bangalore are so much out-dated—I do not know whether they were in the Nizam's Railway and have just been put in the same condition—that they are terribly bad and do not give any sort of comfort to the passengers. The Railway Administration should see that new railway coaches are put on this line as far as possible.

Shri Alvares (Panjim): Sir, there are only two important references in the cut motion that I have proposed to this Demand. The first is in respect of dearness allowance for the staff, and the other is in respect of the victimisation of those employees who participated in the strike of July 1960.

It does not need any elaboration to make out a case for the grant of adequate dearness allowance, particularly when Government have accepted the principal that neutralisation is the only rational form of keeping wages up to a certain standard. I would like to draw the attention of the Railway Administration to a statement made many months ago by Prof. Mahalanobis that during the last twelve years the real wages of industrial labour had gone down. If wages have gone down principally because of the high cost of living, it is incumbent upon Government, to say the least, to maintain the standard by adequate neutralisation. The Second Pay Commission rather than doing any service, really did a great disservice to the Central Government employees by leaving it to the fluid discretion of Government to determine the quantum and the rate of dearness allowance. The result has been that even after the consumer index rose by ten points and remained constant for about eleven months, and it fell down by a degree after eleven months, the entire amount of the high cost of living accumulated during those past eleven months was completely wiped away, and the Central Government employees and railwaymen have to bear the burden of this without compensation. It is quite possible that this cycle is

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repeated every time for a constant period of eleven months without materialising completely in the twelfth month. It is very easy for the Government to calculate the total loss that the railwaymen have to suffer on account of this procedure. It is therefore incumbent upon Government, and I hope Government will give its consideration to this fact that the paltry increase of two, five and ten rupees last month does not adequately neutralise the high cost of living which today is 13 points above 125. When Rs. 2 was granted, and that also on the basis of the consumer price index, in the month of January twelve months had been completed on an average of ten points in the consumer price index, thereby qualifying, even according to the conservative recommendations of the Second Pay Commission, for another increase in dearness allowance. There is so much of hesitation on the part of the Government and I cannot understand why Government insist that there must be an application from labour first before they will consider it. Already twelve months have elapsed, and therefore at least the grant of dearness allowance should have been automatic. At the same time it is necessary for the Government to take into consideration the great upheaval in the country because of the denial of adequate neutralisation on account of the out-dated, outmoded and unjust formula. Already the Government of Maharashtra has undertaken a revision; and unless this revision is undertaken by the other twenty-six principal cities to determine the average of the all-India consumer price index, the Central Government employees will not be able to get complete neutralisation to maintain a salary scale that has been fixed as far back as 1947. I hope Government will take this issue into consideration.

Equally important of urgent decision is the question of victimisation of the employees. In the debate on the budget speech, I related how the Supreme Court has struck down one decision after another by invalidating many laws that the Establishment Code had maintained on the statute book. I am surprised that no reference has been made yet to reinstate all those whom the Supreme Court decision reinstates. Therefore, the Government and the railways are guilty not merely of not honouring the letter of the Supreme Court's decision but also of not honouring its spirit.

In the strike of July, 1960, the railways removed a number of people from service. After a time, when the Government commuted the punishment meted out to all those who were convicted, all other departments of Government reinstated almost everybody in service, and I have been told on authority, on behalf of the Defence Ministry, that all minor punishments have already been commuted and negatived and the persons concerned have been taken back. But in the railways there has been a persistent policy to ignore the general trend of liberalisation that Government announced during that period. I refer to the announcement of the Home Ministry that, barring certain conditions, those who took part in the strike should be reinstated forthwith. In the Secunderabad Division alone, there are 16 employees who had been sentenced by the court and who have been released after commutation of the sentences. This is the only instance in the entire Central Government employees' section where the railways have removed from service those persons without referring them to the procedure of a charge-sheet. Repeated representations have been made and even after the Nagpur Bench of the Maharashtra High Court restored some employees of the Posts and Telegraphs department on the ground that discrimination was against natural justice, the railways remained adamant to this case law. I know no other Government department that refused to accept the spirit of law or the rule

of law as laid down by the Supreme Court and by the other courts. Therefore, this House must take note of of a very serious situation whereby the entire atmosphere of the trade union movement of the Central Government employees is vitiated by this adamant attitude.

In the railways there is a provision of reference of the employees' cases to the Railway Rates Tribunal. It is a tribunal of a recommendatory character. The Railway Rates Tribunal has in the past reviewed many cases. It is a sort of tribunal like the one to which recourse can be had by trade and commerce in regard to industrial disputes. It is also permissible for Class III employees to make reference to it in certain disciplinary cases. When the review promised by the former Minister of Railways did not materialise after year and a half of waiting, the Railway Ministry sent some of these disputes to the Railway Rates Tribunal at Madras. I know of at least one instance where the Railway Rates Tribunal made a recommendation for the reinstatement in service, but the Railway Board has turned down that recommendation and refused to take that person back into service. What I desire to ask is, what is the policy governing the tribunals. A tribunal of this nature makes a recommendatory award; the nature of the tribunal is of a character whereby the third party without any prejudice, brings to bear its expert knowledge upon the merits of the case and gives its decision. Is it proper, in the spirit of labour laws in which they should be implemented, that the Railway Board can sit in judgment over the recommendation of the tribunal and negative what the tribunal recommended? If this happens, as has happened often in the railways and they are the most guilty party of all the other departments of the Government of India—I can warn you that labour relations are bound to deteriorate, especially because the Railway Board does not honour the spirit of the tribunals and as far as is possible tries to avoid a reference to them. Therefore, there must be a statement of policy issued on the question governing the tribunals.

In the first instance, the railways refused to make a recommendation to the tribunal in regard to cases referred through the permanent negotiating machinery, and if it becomes mandatory to refer them, and if a favourable recommendation comes, that recommendation is turned down. Therefore, the Government must answer this important statement that I am making in regard to policy, and reinstate all those who have been removed from service both because of the decision of the Maharashtra High Court on the ground of natural justice, and the recommendations of a high-power tribunal.

Shri Basumatari (Goalpara): At the outset, I must convey my heart-felt thanks to our Railway Minister for whom I have great respect. I have also had the great privilege of working with him as a Member of the Estimates Committee of which he was the Chairman. I know his sincerity and ability. Therefore, I have no doubt in my mind that what we suggest here will not go out of his mind.

In the debate on the general budget of the railways many things have been suggested and I want to point out only the cases which had been left by my hon. friends, Shri N. R. Laskar and Shrimati Jyotsna Chanda who come from the same railway zone as mine, namely, the Eastern Zone, which comprises Assam, Manipur Nagaland and Tripura. This is surrounded by all foreign countries: on two sides by Pakistan, on the other side by Burma and on the northern side by China. Therefore, everybody knows and the hon. Minister knows very well of what strategic importance Assam is. A suggestion has been made to the Railway Minister that there should be a railway line from Bongaigaon to Gauhati *via* Goalpara, connecting the Garo Hills. In the Garo Hills there are vast deposits of cement and coal and other

[Shri Basumatari]

things. So, for want of transport, there is a bottleneck there, and we are unable to exploit the rich resources in that region.

I then suggest that there should be a line with a second bridge crossing the Brahmaputar from Jogighopa to Panchratna and this bridge should be a road-*cum*-rail bridge. If that is done, it will be very great help for defence purposes also.

I must thank the Railway Minister for having taken up the broad gauge line from Siliguri to Jogighopa. In fact, he used to joke with me by calling me Jogighopa! This line has been taken up with a view to make transhipment up to Gauhati, along the river Brahmaputra with port at Jogighopa besides the one at Pandu. Therefore, I suggest that both the ports should be taken up and immediate arrangements should be made to construct these ports. I do not know the reasons why this is delayed. I request the Minister just to take up this matter and expedite the work.

Another small suggestion which I wish to make is this. There is already a line from Rangapara to North-Lakhimpur, and now this line is going to be extended up to Morkek Selek the construction of which has been resumed. Just now, in his reply, the hon. Minister said that sleeping cars are very popular and that people are demanding it. I want to point out what has been suggested by the people in that part of the country. There is no sleeper car service from Tejpur to Rangapara and North to Lakhimpur. So, the people do not have the benefit of this service. They have to come to Gauhati by crossing Brahmaputra, to get their accommodation reserved. I hope the same facilities must be given to these people also.

I once suggested that there should be one shuttle train from Dhubri to Bongaigaon to carry students and the people coming to the courts at Kokrajhar. I have received a letter today that it has been done up to Kokrajhar. The request was made that it should be taken up to Bongaigaon. I hope the hon. Minister will keep it in mind.

A suggestion has been made that there should be a line from Maranhat to Dibrugarh, a distance of 20 miles. The present existing line is more than 125 miles. So, the suggestion has been made to the hon. Minister that a line should be constructed from Maranhat to Dibrugarh.

Whenever we go by train to Assam, we have difficulty because the Toofan Mail has no dining car attached to it. I, therefore, request the hon. Minister to consider this. The standard of the buffet car has deteriorated very much. Therefore, the standard should be raised.

The most touching point I have to make is this. I am very glad that a man like the hon. Minister is at the helm of the affairs. Railways are the biggest public undertaking employing 12½ lakhs people. But when one looks at the appointment of scheduled castes and scheduled tribes, one cannot but feel disappointed and frustrated because only 13 per cent from scheduled castes and 2.5 per cent from scheduled tribes have been appointed so far. I do ot know how the problem can be solved if the railways employing 12½ lakhs, do not appoint more scheduled castes and scheduled tribes, to whom the Constitution has given a guarantee. When I raise this question with higher authorities like the Railway Board and others, they say that suitable candidates are not available. I do not know what suitable candidate means. It is a misleading term. For clerks, you need only matriculates. But so many graduates come to me and say that they have applied so

many times, but still they nave not been appointed on the ground of unsuitability. I hope the Miniser will take note of this and try to redress the grievances of the scheduled castes and scheduled tribes in this regard.

From the strategic point of view, there should be a line along the foothills of the Himalayas from Jungduar to Darranga. The reason why I am suggesting this is that the present line is near the Pakistan border. The House knows what the attitude of Pakistan is. So, there should be a stand-by line. Hope, the hon. Minister should bear in mind the construction of a new line from Jungduar to Darranga.

श्री अचल सिंह (आगरा) : उपाध्यक्ष महोदय, रेलवे मंत्रालय के सामने मैं इस अवसर पर पांच, छै शिकायतें रखना चाहता हूं और मैं आशा करता हूं कि रेलवे मंत्रालय तथा मंत्री महोदय उन पर सहानुभूतिपूर्वक विचार करेंगे ।

पहली बात तो यह है कि आगरे में एक पुराना पुल है वैस्टर्न रेलवे का जोकि कई वर्षों से बेकार पड़ा है । वह पुल ५० साल से ज्यादा पुराना हो गया है और कई वर्षों से उस पर से रेलों का आना जाना बंद कर दिया गया है । उस की वहज से यातायात में बड़ी दिक्कत पैदा होती है । उस पुल का लोहे का जो स्ट्रक्चर और गर्टर्स वगैरह हैं वह चेंज होने चाहिएं तभी वह पुल फिर से काम में आ सकता है । वहां पर सिर्फ एक नया पुल है जिस पर से कि होकर तमाम रेलें आती जाती हैं । उस पुराने पुल का जीर्णोद्धार शीघ्र किया जाना चाहिए ताकि अभी जो रेलों के आवागमन में दिक्कत पैदा होती है उसमें आसानी हो सके ।

दूसरे यह कि आगरा कैंट के पास जगनेर रेलवे क्रौसिंग का फाटक क़रीब क़रीब बंद रहता है जिसके कि कारण मोटर, ट्रक वालों को बड़ी दिक्कत का सामना करना पड़ता है । वहां पर एक ओवरहैड ब्रिज बनाने के लिए कई वर्षों से कोशिश हो रही है । फाटक के आमतौर पर बंद रहने के कारण रोड ट्रैफिक में बड़ी बाधा उत्पन्न होती है और जनता को बहुत तकलीफ़ महसूस होती है । अभी दो, तीन महीने हुए एक दिन गाड़ी और ट्रक वालों ने जब फाटक खुला तो उन्होंने अपनी गाड़ियां और ट्रक्स आदि वहीं फाटक पर रोक दिये और सत्याग्रह कर दिया और दो, तीन घंटे तक उन्होंने रेलों का आना जाना बन्द कर दिया । उन्होंने फाटक पर अड़े रह कर इस बात को कहा कि हम तंग आ गये हैं क्योंकि फाटक हमेशा बंद मिलता है । जब पुलिस आई और रेलवे के अफसरान आये और उन्हें विश्वास दिलाया गया कि अब ऐसा नहीं होगा तभी वह लोग वहां से हटे और तब कहीं जाकर रेलों का आना जाना शुरू हो सका । वहां पर ओवरहैड ब्रिज होना बहुत जरूरी है जिसके कि बारे गवर्नमेंट को काफी लिखा गया है और रेलवेज़ डिपार्टमेंट ने कहा भी है कि वह ओवरहैड ब्रिज बनाया जायगा लेकिन अभी तक वह नहीं बन रहा है । इसलिए इस ओवरहैड ब्रिज को फौरन बनाया जाये ।

वहां की जनता की तीसरी मांग यह है कि आगरा फोर्ट टु बियाना के बजाय रेल गंगा नगर तक जाय । महावीरजी स्टेशन पर हजारों यात्री महावीर जी के मेले और कैला देवी के मेले के अलावा रोजाना जाते हैं । वे करीब दो बजे रात में वहां पहुंचते हैं । अब बियाना में उस वक्त उनको गाड़ी चेंज करनी पड़ती है और दूसरी गाड़ियों में भीड़ टसाठस रहती है जिसके कि कारण उनको बड़ी मुश्किल पेश आती है । इसीलिए हमने प्रार्थना की थी कि इस गाड़ी की बजाय आगरा फोर्ट टु बियाना के आगरा फोर्ट टु गंगानगर कर दिया जाये । हमारे द्वारा इस की मांग करने पर भी यह चीज़ स्वीकार नहीं की जा रही है । मैं आशा करूंगा कि हमारी यह

[श्री अचल सिंह]

सालों से चली आ रही इस मांग को रेलवे मंत्री महोदय स्वीकार करेंगे ।

इसी तरह से आगरा-झांसी पैसेंजर गाड़ी में जो फर्स्ट क्लास के डिब्बे लगे रहते हैं वह पुराने ढंग के हो गए हैं और उन डिब्बों में पंखे वह रोशनी की भी व्यवस्था नहीं है । पानी का भी समुचित प्रबन्ध उनमें नहीं हो पाता है जिसके कारण यात्रियों को बड़ी तकलीफ होती है । इस लिये मेरा अनुरोध है कि पुराने डिब्बों को हटा कर उनके स्थान पर उस गाड़ी में नए डिब्बे लगाए जायें ।

इसी तरह से जो मीटर गेज ट्रेन आगरा टु अहमदाबाद जाती है उस में भी जैपुर व अजमेर के जो फर्स्ट क्लास के डिब्बे लगते हैं बहुत पुराने हैं । उनमें बर्थस मुश्किल से साढ़े पांच या ६ फिट लम्बी होती है उन पर पैर फैलाकर नहीं सोया जा सकता । आज जबकि रेलवे में चौमुखी उन्नति हो रही है तो ऐसे जो खराब डिब्बे हैं, पुराने डिब्बे हैं उन को हटा कर उनकी जगह पर नए डिब्बे लगाए जांय ।

रेलवे में चल रही कैटरिंग के बारे में मेरी यह शिकायत है कि जब से रेलवेज ने यह डिपार्टमेंटल कैटरिंग का काम स्वयं अपने हाथ में लिया है तब से खाने पीने की हालत बजाय सुधरने के और अधिक खराब ही हुई है । आज खाना अच्छा नहीं मिलता है और दाम उसके ज्यादा चार्ज किए जाते हैं । अब चूंकि स्वयं रेलवे विभाग द्वारा यह काम किया जाता है इस लिये कोई शिकायत नहीं सुनता और कोई करता भी है तो उसको सुना नहीं जाता है उसको सुधारने के लिये ऐक्शन नहीं लिया जाता है । अगर यह कैटरिंग का काम किसी पब्लिक के प्राइवेट ठेकेदार के पास होता तो शिकायत होने पर उसकी कनपकड़ी बड़ी आसानी से की जा सकती थी और इस डर से वह अपने खाने की क्वालिटी को अच्छा रखता साथ ही अपना लाइसेंस बरकरार रखने के लिये दाम भी मुनासिब रखता । लेकिन डिपार्टमेंटल कैटरिंग में खाने की क्वालिटी भी खराब हो गयी है साथ ही दाम ज्यादा चार्ज किये जाते हैं । ऐस्टिमेट्स कमेटी ने इस बारे में रिमार्क किया है कि इस डिपार्टमेंटल कैटरिंग से हर साल काफी घाटा रेलवेज को हो रहा है । इसमें करीब ५०-६० लाख रुपये का नुकसान हो गया है । प्राइवेट व्यक्तियों को कैटरिंग का ठेका देने से काफी लोगों की आजीविका का भी प्रबन्ध हो जाता था और चूंकि उनको हर समय अपना ठेका खत्म होने का भय रहता था इसलिये वह यथासम्भव शिकायत का मौका नहीं देते थे और यात्रियों को खाना अच्छा और सस्ते दाम पर मिल जाता था । मैं चाहूंगा कि मंत्री महोदय इस डिपार्टमेंट्ल कैटरिंग के मामले को अच्छी तरह से देखें और जांच करें । मेरा सुझाव है कि रेलवे मंत्रालय इस डिपार्टमेंट्ल कैटरिंग को हटा कर फिर से प्राइवेट कंट्रैक्ट सिस्टम जारी कर दे ताकि लोगों को अच्छा वह सस्ता भोजन मिल सके और साथ ही इससे हजारों पब्लिक के आदमियों की जो प्राइवेट ठेके से रोजी चलती थी वह भी चल सके ।

मैं इन्हीं शब्दों के साथ आपने भाषण को समाप्त करता हूं और प्रार्थना करता हूं कि मेरी इन चंद बातों पर गौर किया जाय ।

15.00 hrs.

Shri Krishnapal Singh (Jalesar): Sir, I would confine my remarks only to three points. The first one which I would like to raise is about the Barhan-Etah Railway. This unfortunate line was badly planned and very badly constructed. It is, therefore, serving no useful purpose. It is doing more harm than good, and it is responsible for causing a number of floods in those areas and inconvenience to passengers who by mistake board the train. The reason is, Sir, that it was planned, for some reason or the other —I understand it is due to certain

political influences—from a place which is not an important railway centre, a place called Barhan, and by a circuitous route it was taken to Jalesar, an important town in Etah District and then to Etah. Unfortunately, at Etah it terminates. The time taken over a journey from Barhan to Etah is about 5 hours, although the same distance is covered by a bus in about 2½ hours. Therefore, very few people make use of this railway. The railway stations are far from the towns with the result that no goods traffic passes by this line. There are hardly any approach roads and people find it very difficult to reach the railway stations during the rainy season. Therefore, as I have said before on one or two occasions, unless this railway line is extended to some other centre like Kasganj or Kaimganj, there is no earthly use for retaining this railway. I hope the Railway Ministry will consider this suggestion. I think all sections of people including the legal profession are of this opinion. The local lawyers' association has passed resolutions that this line should be extended to some other centre when it will be able to carry passengers and goods in a more satisfactory manner. I therefore, hope that the Railway Ministry will consider this question seriously.

The other point which I wish to raise is about the posting of low-paid staff away from their homes. This is a very important matter. The low-paid staff should always be posted near their homes as far as possible. I find quite a number of them are posted away and their representations do not bear any fruit. It is very hard on them. Whenever they go to their homes it takes them a long time. It is difficult for them to get adequate leave, in the first place, and, then, they are put to a lot of inconvenience also. I therefore, suggest, as is done in most other departments, that all the low-paid staff should as far as possible be posted to stations near their homes.

The third point, which I consider to be very important, these days, in view of the shortage of foodgrains and fodder, is that the time has come when the Railway Ministry should seriously consider organising an agricultural department of its own. The reason for it is this, that they have vast areas of land on either side of the railway lines. In some cases, in big railway centres like Mathura alone I think the Railways have got several hundred acres of land which, until it is used for other purposes, could usefully be utilised for growing foodgrains and fodder. This matter was discussed at one of the meetings of the Board of Animal Husbandry and Fisheries in Uttar Pradesh, and I think quite a number of people suggested that the Railways should utilise this land. If the land on either side of the railway lines has not got irrigation facilities, it can be utilised for growing fodder during the rainy season. Where there is depression, they can easily grow rice or other crops. I think, if they start organising an agricultural department of their own they will be able to contribute several lakh maunds of fodder and foodgrains to our country's needs. It is a very serious matter, and I hope the Railway Ministry would take this into consideration and do whatever it can as early as possible.

Sir, these are the three points that I wanted to bring to the notice of the Railway Ministry.

श्री तुलशीदास जाधव (नांदेड़) : उपाध्यक्ष महोदय, डिमांड नं० १ पर बोलते हुए मैं रेलवे बोर्ड के काम के बारे में अपने विचार प्रकट करना चाहता हूं ।

आज रेलवे की जो आय है और जो पैसेन्जर्ज उन में प्रवास करते हैं, उन के आंकड़े देखने से मालूम होता है कि उन में थर्ड क्ला स के पैसेंजर्ज ज्यादा से ज्यादा प्रवास करते हैं १९६२–६३ में कुल १७७० मिलि

[श्री तुलशीदास जाधव]

पैसेंजर्ज़ ने हमारी रेलवेज़ में प्रवास किया, जिन में से १७१२ मिलियन ने थर्ड क्लास में प्रवास किया। दूसरे आंकड़े देखने से भी मालूम होता है कि थर्ड क्लास के पैसेंजर्ज़ बहुत बड़ी तादाद में प्रवास करते है। जहां तक रेलवेज़ की आमदनी का सम्बन्ध है, १९६२-६३ में उन की कुल आय १७०.१८ करोड़ थी, जिस में से १४९.८० करोड़ रुपये की आय थर्ड क्लास के प्रवासियों से हुई।

मेरे कहने का तात्पर्य यह है कि जब थर्ड क्लास में लोग ज्यादा से ज्यादा तादाद में प्रवास करते हैं, तो उन लोगों को ज्यादा सहूलियतें दी जानी चाहियें। मैं प्रवास में देखता हूं कि थर्ड क्लास में बहुत भारी भीड़ रहती है, जिस से लोगों को बहुत तक्लीफ़ होती है। स्टेशनों पर जो स्टाफ़ होता है, उस को जिस तरीके से इन्तजाम करना चाहिए, इस वक्त वह उस तरीके से इन्तजाम नहीं करता है और उस के काम में बहुत कमियां और दोष होते हैं। मेरी रिक्वेस्ट है कि थर्ड क्लास प्रवासियों के बैठने की व्यवस्था ज्यादा अच्छे ढंग से होनी चाहिए और उनका ज्यादा से ज्यादा ख्याल किया जाना चाहिए।

नैरोगेज लाइन के बारे में एक्सीडेंट्स कमेटी ने बहुत सी बातें लिखी है। उस ने बताया है कि कुल २६७१ मील नैरोगेज लाइन है, जिस में से ७७ मील कम हो गई है। उस में कुल ३४ लाइन्ज़ हैं, जोकि फ़ायदेमन्द नहीं हैं, मुनाफ़ा नहीं देती हैं, लेकिन उस में से छः लाइन्ज़ मुनाफ़ा देती हैं और वे सदरन रेलवे में हैं। इन छः लाइनों में ऐसे एक लातूर-मिरज लाइन है। वह ज्यादा से ज्यादा मनाफा देती है, ऐसा मेरा अन्दाज़ है। मेरी रिक्वेस्ट है कि वहां से नैरोगेज हटा कर या तो मीटरगेज बना दी जाये और या ब्राडगेज बना दी जाये। यह लाइन मराठवाड़ा में से जाती है, जो कि इकानोमिकली और डैवलपमेंट की दृष्टि से बैकवर्ड है। वहां से मांग भी ज्यादा है। श्री दासप्पा और रेलवे बोर्ड से मेरी रिक्वेस्ट है कि वे इस पर विचार कर के लातूर-मिरज लाइन को ब्राडगेज बनाने की व्यवस्था करें।

एक बात मैं कुरडवाडी से रामगुंडम तक की लाइन के बारे में कहना चाहता हूं। इस लाइन के एस्टीमेट और प्लांज़ सब तैयार कर लिये गये थे। १९४७ में इस काम को करने का आर्डर भी दे दिया गया था और काम शुरू भी हो गया था। काम शुरू होने के जो निशान है, वे अब भी वहां पर मौजूद हैं। इसी तरह से लातूर जो कि बीच में पड़ता है, रामगुंडम तक कुरडवाड़ी से ब्राडगेज लाइन बनाने के आर्डर भी हो चुके थे, प्लान और एस्टीमेट सैंकशन भी हो चुके थे। मैं चाहता हूं कि इस को बनाया जाए। क्यों इस में देरी हो रही है, मेरी समझ में नहीं आता है। जल्दी से जल्दी इस काम को हाथ में लिया जाना चाहिये। आप जानते ही हैं कि मिरज से पूना तक की लाइन का काम शुरू हो चुका है। अब अगर आप कुरडवाडी से मिरज तक का जो टुकड़ा हैं, इसको भी ब्राड गेज का बना दें और इसके भी एस्टीमेट वगैरह तैयार करवा लें तो लोगों को बहुत सुविधा हो सकती है। इस तरह से रामगुंडम से मिरज तक एक ब्राडगेज लाइन बन सकती है। पूना, मिरज, जो कि आगे कोल्हापुर, बंगलौर, तक गयी है, रामागुंडम तक भी एक प्रकार से यह बहुत अच्छी लाइन हो जाती है। मैं चाहता हूं कि इस काम को जल्दी हाथ में लिया जाए। यह बताया गया है कि पिछले सात बरसों में छोटी लाइनों पर २२ करोड़ ६८ लाख रुपये का नुक्सान उठाना पड़ा है। लेकिन जिस लाइन के बारे में मैंने आपको यह सुझाव दिया है, उस में नुक्सान होने का कोई सवाल नहीं है। इस पर तो मुनाफा ही होता रहेगा।

जोनल एडमिनिस्ट्रेशन ने भी आप से रिक्वेस्ट किया है कि नैरोगेज को हटा दिया जाए। दुनिया की रेलों के इतिहास में कहीं भी आपको नैरोगेज नहीं मिलती है, ऐसा एक्सीडेंट्स कमेटी की रिपोर्ट में कहा गया है। आपको भी चाहिये कि आप नैरो गेज को हटा दें ।

मनमाड से कांचीगुडा इस वक्त मीटर गेज है । इसको ब्राड गेज करने की जरूरत है। मराठवाडा बैक्वर्ड इलाका है । इसको इस बैक्वर्डनैस से मुक्ति दिलाने के लिए यह जरूरी है कि इसको ब्राडगेज में बदल दिया जाए। इस से पांच डिस्ट्रिक्ट्स का एक साथ सम्बन्ध हो जाएगा और इनको बैक्वर्डनैस को दूर करने में आप सहायक हों सकेंगे । यहां पर जो पैदावार होती है, वह भी आसानी से एक जगह से दूसरी जगह भेजी जा सकती है । इस दृष्टि से भी यह बहुत आवश्यक है ।

नांदेड़ स्टेशन को बनवाने के लिए, इसका एक्सटैंशन करने के लिए कई बार आपको लिखा गया है । बम्बई आफिस में इसके बारे में कागजात पड़े हुए हैं। समझ में नहीं आता है कि इसका काम अभी तक शुरू क्यों नहीं हुआ है । इसका कुछ एस्टीमेट भी बना है । इस स्टेशन को बनवाने के लिये रकम का इन्तेजाम कीजिए । नांदेड़ स्टेशन के ईस्ट और वैस्ट दोनों साइडों में लेवेल क्रासिंग आप प्रोवाइड करें। यहां ब्रिज न होने से लोगों को बड़ी तकलीफ का सामना करना पड़ता है। घन्टों तक वहां साइकल सवारों और मोटर वालों को इंतजार करना पड़ता है ।

आपने कहा है कि आप नए जोंज बनाने वाले हैं । इसका इशारा हमारे दासप्पा साहब ने अपने भाषण में किया है । या तो आप नए बनाने वाले हैं या इनको आपस में मिलाने वाले हैं या हेरफेर इन में करने वाले हैं । शोलापुर एक डिविजन है । वह सिकन्दराबाद डिविजन में जाने वाला है ऐसा मैंने सुना है । मैं कहना चाहता हूं कि बाड़ी से दौड़ तक का जितना एरिया है उसको आप बम्बई डिविजन में डाल दें। यह वहां के लोगों की मांग है । इसका कारण यह है कि बम्बई से उन लोगों का व्यवहार, व्यापार आदि अधिक है । सभी दृष्टियों से वे लोग बम्बई के ज्यादा नजदीक हैं।

लातूर-बारशी लाइन पर ढोकी गांव के नजदीक ढोकी-उस्मानाबाद रोड पर लेवेल क्रासिंग है । वहां पर एक एक्सीडेंट पहले बहुत भारी हुआ था। अभी भी थोड़े दिन की बात है एक भयंकर एक्सीडट होते होते बच गया । अगर वह हो जाता तो पचासों आदमियों की जानें चली जातीं। लेकिन वह होते होते बच गया । इस तरह के एक्सीडेंट न हो सकें , इस पर आपको विचार करना चाहिए। अगर वहां पर आदमी रखने की आवश्यकता आप महसूस करते हों तो आप आदमी रख दें । जिस तरह से भी हो, आप इन एक्सीडेंट्स को होने से बचायें ।

हमारे मंत्री महोदय ने टिकटलैस ट्रेवल का जिक्र अपने भाषण में किया है और हमारा सहयोग मांगा है । पब्लिक को भी उन्होंने अपील की है । मैं आपको बतलाना चाहता हूं कि नांदड़े से आदिलाबाद लाइन पर टिकटलैस ट्रेवल बहुत ज्यादा होता है । इसको जो टी० सी० होते हैं या जो दूसरा रेलवे का स्टाफ होता है, वह प्रोत्साहन देता है, वह मिला रहता है । आप हम से सहयोग की मांग करते हैं। हम आपकी मदद करने के लिये तैयार हैं। लेकिन आप को अपने अधिकारियों पर भी अंकुश लगाना चाहिये, उनके व्यवहार को भी ठीक आपको करना चाहिये ।

उपाध्यक्ष महोदय : अब आप खत्म करें। श्री काशी राम गुप्त ।

श्री तुलशीदास जाधव : एक मिनट और दे दीजिये । तीन दिन से मैं इंतजार कर रहा हूं ।

उपाध्यक्ष महोदय : अब और नहीं । मैंने दूसरे मैम्बर साहब को बुला लिया है ।

श्री काशी राम गुप्त (अलवर) : उपाध्यक्ष महोदय, मैं उन लोगों में से नहीं हूं जो केवल यह कहें कि तीसरा दर्जा रहना चाहिये या नहीं रहना चाहिये । मेरी समझ में तो सभी दर्जे रहने चाहियें लेकिन व्यावहारिक दृष्टि से जिसका जितना उपयोग है, वह सही होना चाहिये और जो सुविधायें हैं, वे भी सही-सही सब को मिलनी चाहियें । यह नहीं होना चाहिये कि दाम तो आप पहले दर्जे का लें और काम तीसरे दर्जे का करे या दाम दूसरे दर्जे का लें और काम तीसरे दर्जे से भी बुरा करें । अपने अनुभव के आधार पर मैं कुछ उदाहरण आपके सामने रखना चाहता हूं जिन से स्पष्ट हो जाएगा कि कम से कम छोटी लाइन में और पश्चिमी रेलवे में खास तौर से पहले दर्जे की गाड़ियों की दशा बहुत खराब है ।

लगभग डेढ़ बरस हुआ रात के समय मैं अलवर स्टेशन पर चढ़ा एक ऐसे पहले दर्जे के डिब्बे में जिस में बीस आदमियों के सोने की जगह थी और तीस के बैठने की जगह थी। पुराना थर्ड क्लास से वह बना हुआ था । उस में केवल दो लैवेटरीज थीं जिन में चटखनियां भी बाबा आदम के जमाने की थीं। उस में हम लोग सफ़र कर रहेथे। जब मैंने उस के बारे में लिखा तो जवाब मिला कि यह १९१३ का डिब्बा था । यह तो जवाब नहीं दिया कि तीसरे दर्जे से बना हुआ है लेकिन यह जवाब दिया कि १९१३ का यह डिब्बा है । मैंने कहा कि १९१३ में तो अंग्रेज यहां थे, वे बहुत अच्छी गाड़ियों में चलते थे, आप कैसे लिख रहे हैं कि यह तब का डिब्बा है । उसका जवाब मुझे यह मिला कि भूल हो गई यह तो मिलिट्री के लिये एम्बुलेंस गाड़ी से बनाया गया डिब्बा था। जब फिर मैंने लिखा कि एम्बुलेंस का मामला ठीक बैठता नहीं है तो जवाब मिला कि टूरिस्ट्स के लिए इसको बना लिया गया था और अब यह रेलवे लाइन पर नहीं है, इसको हटा दिया गया है । मैं कहना चाहता हूं कि इस प्रकार से गोलमाल जवाब देने की जो यह प्रवृत्ति है, यह नहीं होनी चाहिये, रेल मंत्री जी को इस ओर ध्यान देना चाहिये ।

उत्तर रेलवे की एक गाड़ी में मैं रिवाड़ी से दिल्ली जा रहा था । दिन के ग्यारह बजे में मैं गाड़ी में बैठा । रिवाड़ी का स्टेशन इस बात के लिए मशहूर है कि वहां पर सफाई करने वाला कोई नहीं रहता है और न ही इसकी कोई फिक्र की जाती है । लेकिन गाड़ी की दशा यह थी कि दोनों सीटें जो थीं, उन के ऊपर एक-एक के ऊपर पंद्रह-पंद्रह टांके लगे हुये थे ।

Shrimati Renu Chakravartty (Barrackpore): Sir, on a point of order. Can the hon. Minister follow Hindi? I do not think he is following one word of it.

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): It does not matter. The synopsis will be sent to us and so we will cover every point in the reply.

Shrimati Renu Chakravartty: If he is not able to follow . . .

Shri S. V. Ramaswamy: I will take care of myself. Thank you.

Shri Kashi Ram Gupta: In order to avoid any difficulty, I will speak in English.

I was narrating a case of a first class compartment in which there were 15 stiches on each side; there were no side cushions, working fans or anything of that nature. When I got into the latrine, I found it filled with filth, and water was trickling down from above. When I reported the matter to the then Railway Minister, Shri Swaran Singh, I got a reply after four and a half months from Shri Dasappa, the present Railway Minister. Of course, the reply was a detailed one. Then I pointed out to him so many things.

The zonal system is a sort of caste system. There is distinction between one zone and another. If a train passes through two zones, say, Northern and Western Railways, each disclaims responsibility saying that the other is responsible. The same thing happens between Ajmer and Ratlam divisions. When the people at Ajmer complain about something, the railways say it is the fault of the Ratlam zone or division. Suppose in a train which passes through two zones one fan is found missing or defective and a complaint is made. The reply of the Northern Railways will be that they cannot repair it because it belongs to the Western Railways. So, it will be repaired only at Ahmedabad.

Now, first-class compartments of a new design, like that of the Frontier Mail, have been put into operation in this line. Unfortunately, this is a metre-gauge line. The result is that we are packed like third-class passengers in it. I do not know from where has this engineering for the first-class come. In this way money is mis-spent and travellers are put to difficulties. From my own experience I say that in this first class to sit in the summer season is much worse than to sit in third class because it is packed and there is no air coming from this side or that. So, my request to the hon. Minister is to see to all these things. That is regarding the first-class.

Now I come to the second-class. They are the worst people. They do not have any arrangement for sleeping on the one side and have to pay double on the other. No accommodation for sleeping is given to them. The time has come when that should be given to them.

Coming to the third-class, what to say of overcrowding! The Railways have got a different method of judging overcrowding. I wrote to them that a train should be started from Rewari to Alwar because there is overcrowding. I daily see that there is overcrowding, but they say, "Our statements show that there is no overcrowding" because ticketless travel is never counted.

Now I come to the point of ticketless travel. The TTEs on the Western Railway are asked to complete a monthly target of, say, Rs. 500/- or Rs. 600/-. What do they do? They harass the people in an unjustified way and try to make up the target. Sometimes they even request the people that if they are overtravelling, they should at least let them know so that they may make their tickets. That is the way it is done. It has become a vested interest. Why should the TTE be asked to complete a certain figure? I do not know that. He should not be asked to complete any figure. Let him do his job. If there is no man coming up, he will say that none has come up. Corruption comes up in that way.

The Class III and Class IV servants are not on cordial relations. The Class III people complain that the Class IV people are not under their discipline while the Class IV staff complain that the Class III people harass them. This has been going on for long and the time has come when this should be settled. The lot of the ASMs, the SMs, the Guards and the TTEs is no better than that of the Class IV servants. They have their

[Shri Kashi Ram Gupta]

own typical problems and difficulties. So, I request the hon. Minister to see to this also.

Then, rail-road co-ordination has already been mentioned. Coming to railway doctors, there is a rule that if railway servants want a certificate for pension or for anything of the sort, they have to go to the railway doctor only. This puts them in a very great difficulty in so many respects. They have to travel long distances and so on and so forth for that. That also must be looked into.

So far as corruption is concerned, I think, a suggestion was made yesterday that in certain respects there should be a sort of a commission. I say that that is much proper because it is not corruption now but it has become a regular business and a long-standing one. So, somehow we have to see how to minimise it.

The next point—and in this I have been encouraged by Shri Dasappa's speech—is whether we can have a broad gauge which we have been demanding from Alwar to Bharatpur. These are two district headquarters. It is a distance of 70 miles and the metre gauge goes in a round-about way. So, if that line is surveyed afresh on a definite scientific basis, I think, it can easily be taken up in the Fourth Plan. So, I request the hon. Minister at least to take note of this. A fresh survey should be made for a railway line from Alwar to Bharatpur on the broad-gauge system and that way something will be achieved.

Lastly, I will say only one word about the catering arrangement at the Rewari Station. The 203 Up and 204 Down trains have no dining cars attached to them and the trains stop at such a place which is far away from the refreshment rooms. People cannot get anything from the refreshment rooms because of that and they are put to trouble. I want the hon. Minister to see that such trains are stopped at such a place from where the refreshment rooms are not very far off.

श्री वीरप्पा (बीदर) : उपाध्यक्ष महोदय, मैं आप का बहुत अधिक समय न लेते हुए केवल यह कहूंगा कि हैदराबाद से परली तक वाया बीदर जो गाड़ी है उस में यात्रियों को कोई सहूलियत नहीं है । बीदर स्टेशन पर रात में एक ही समय दो गाड़ियां आकर ठहरती हैं । वहां न पब्लिक के लिये कोई ठहरने की जगह है न पाखाना पेशाब करने का कोई इन्तजाम है । मैंने इस से पूर्व रेलवे मिनिस्टर से कहा, रेलवे के सारे आफिसर्स थे उन से निवेदन किया और उस बात को आज तीन महीने हो रहे हैं लेकिन कुछ हो नहीं पाया है । इतना ही नहीं, वहां की परिस्थिति बहुत ही नाजुक है । पता नहीं उन गाड़ियों के डिब्बे किस सदी के बने हुए हैं । न उन में लाइट की व्यवस्था है और न पानी की ही व्यवस्था है । उन में नाना प्रकार की खराबियां हैं । जहां तक हो सके उन को तुरन्त बदलने का प्रयत्न किया जाना चाहिये ।

हैदराबाद से वाया हुमनाबाद शोलापुर जाना हो तो १२० मील का अन्तर पड़ता है । उस के लिये वाया हुमनाबाद नई लाइन डालनी चाहिये । जब श्री जगजीवन राम रेलवे मंत्री थे, तब मैंने यह मांग रक्खी थी । उन्होंने उत्तर दिया था कि उन के पास बजट नहीं है । आज तक दक्षिण रेलवे में इस तरह की कोई लाइन नहीं बनी । मेरी समझ में नहीं आता कि क्या कमजोरी है और क्यों ऐसा नहीं होता । मैं इस का कारण जानना चाहता हूं । मैं सरकार से यह विनती करना चाहता हूं कि इस के लिये स्टेटवाइज कोटा क्यों न फिक्स कर दिया जाय । कोटा फिक्स कर देने में सरकार का कोई नुक्सान नहीं होगा । मैं चाहता हूं कि सब स्टेट्स के लिये कोटा फिक्स करने का प्रयत्न किया जाय । शोलापुर से या बम्बई से गुजरने वाली मद्रास लाइन पर गुन्तकल

होते हुए बंगलोर जाने में इतनी कठिनाइयां हैं जिन का ठिकाना नहीं है । वहां पर मीटर गेज है । उस को ब्राड गेज होना चाहिये था लेकिन आज तक ऐसा नहीं हुआ । मैंने कुछ हफ्ते पहले रेलवे मिनिस्टर से बात चीत करने के बाद सिकन्द्राबाद से बंगलोर तक की लाइन को विनती की थी लेकिन उस सम्बन्ध में आज तक क्या किया गया यह मुझे मालूम नहीं हुआ । मेरी सरकार से यह विनती है कि सिकन्द्राबाद या गुंतकल होते हुए बंगलोर तक ब्राड गेज बनाई जाय ।

हम जब बीदर से बंगलोर जाने के लिये निकलते हैं तो तीन तीन रोज रास्ते में लग जाते हैं । बारह घंटे में वहां पहुंचने के लिये हमारे पास कोई सहूलियत नहीं है । इस तरह की सहूलियत देने के लिये हम सरकार से बार बार विनती करते आ रहे हैं लेकिन उस पर ध्यान नहीं दिया जाता । बीदर स्टेशन पर न कोई पब्लिक शेड है न पब्लिक के ठहरने के लिये कोई जगह है और न किसी और चीज की कोई सहूलियत है । इतना ही नहीं, बादर से जहीराबाद जाने का जो रास्ता है उस पर किसी स्टेशन पर भी कोई पब्लिक शेड नहीं है । यद्यपि वह मेरा स्थान नहीं है, पर मेरी कांस्टिटुएंसी से लगा हुआ है । जहीराबाद की परिस्थिति देखते हुए वहां पर भी स्टेशन पर एक पब्लिक शेड होना चाहिये । स्टेशन पर जनता के लिये लाइट वगैरह की व्यवस्था भी नहीं है ।

इसलिए मेरी सरकार से बार बार विनती है कि वह जहीराबाद से शोलापुर जाने के लिये एक लाइन बनावे, और शोलापुर से बीदर जाने के लिये एक और लाइन बनावे ।

Shri P. R. Patel (Patan): I take this opportunity of placing before the hon. Railway Minister the grievances of my district and of my State too.

I would first refer to the snail's speed of trains running between Kadi-Bechrajee-Chanasma (Ranuj) and between Chanasma-Harij and also between Mehsana-Patan-Kakoshi sections. In this supersonic age, the speed of the trains on these sections is just about 12 km. an hour. They go so fast that to go from Patan to Kakoshi, which is just a small distance of 40km. or so, it takes 2½ hours. I asked a question whether the slow speed was because of any restrictions on the speed and if so, I wanted to know the reasons for those restrictions, whether it was because of worn-out rails or light sleepers or worn-out sleepers and so on. The reply given was :

> "There are speed restrictions over parts of these sections.".

Then, it was stated that :

> "Renewal on Chanasma-Harij section has been sanctioned and the work is expected to be completed by the end of 1965. Renewals on Katosan Road-Beachrajee Chanasma-Ranuj and Mehsana-Patan-Kakoshi sections will be undertaken during the current (3rd) Plan and are expected to be completed in 1967."

So, should I give credit to the Railway Board and to the Railway Minister? Do they like that the trains should be so slow so that there may not be any accidents? Do they think that the people on that side should have more pleasure of travelling in the trains? Is it for these reasons that the speed is slow on these sections? I would request you to consider this matter. To take two or three years just to change the rails and sleepers and that too on a small track of about 100 miles is too much and does not do credit to the Railway Board.

Shri Dasappa: When was it delayed?

Shri P. R. Patel: It is a good thing that the hon. Minister has asked this question of me. But I would like to know from him when it was found that the rails were light and worn-

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out and when speed restrictions were imposed. If he goes through the records, it will be clear how the Railway Board is working.

Then, I would refer to another point where I am expressing the feelings of the whole of Gujarat, the Gujarat Government, and the Members of Parliament and the Members of the Legislature of Gujarat State, and that is regarding the expeditious taking up of the Zhund-Kandla railway line. The whole of Gujarat feels that this line should be taken up expeditiously. If at all Kandla port is to be developed, then this is the proper line which has to be laid. This is the feeling of one and all in Gujarat. It seems that some light has come to the Railway Board on this matter, and, therefore, I would say only this much about this line. I would request them to expedite the construction of this line.

The next point that I would like to refer to under the Demand relating to the Railway Board is regarding the book-stalls on the railway platforms. You will find that there are about 434 book-stalls on the railway platforms. Out of these, the monopoly is given to Messrs. A. H. Wheeler & Co., who have got about 330 book-stalls.

15·34 hrs.

[Shri Thirumala Rao *in the Chiar*]

And Messrs. Higginbothams have got 56, and Swedasmitrans have got 33, and Messrs. Gulab Singh & Sons 13, and the Gita Press has got six. It is a wonder in these days when we are talking of democratic socialism how monopoly has been given to one particular person enabling him to squeeze money freely. You will find that these people are paying only 3 per cent or 4 per cent or 5 per cent or 7 per cent, but from the publishers they get about 40 to 50 per cent commission. They get a big commission from the publishers. But what do they pay to the Railways? I think the hon. Railway Minister was inclined at one time to do away with monopolistic business, but something came in the way. I do not know what came in the way. I would be very happy if the hon. Minister would throw some light on what came in the way. But it seems that this firm, namely, Messrs. A. H. Wheeler & Co., have their origin in a very pious place of Allahabad, and this is how they are having a monopoly. When we are talking of democratic socialism, why not distribute these book-stalls to poor persons? You can have three hundred persons instead of just one or two men, but that is not being done. I hope that will be done.

I would refer to one other very important thing in this connection. A letter was written by a Member of Parliament, and the reply was given by the hon. Minister on 6th August, 1962. It was a letter containing a request for permission to be allowed to put up a stall at Jalgaon. But the reply says that no other books or periodicals would be allowed to be sold and only those persons would be allowed who wanted to have the stall to sell their own books or periodicals or their own publications on a no-profit basis, and that should be done by philanthropic institutions. So, we find that they want philanthropic institutions. But on the other side, we find that monopoly has been given to just one or two men.

I do not know whether there is some agreement with the firm of Messrs. A. H. Wheeler & Co., or the other people to the effect that nobody else can sell any newspaper on a railway platform except these monopolists. If somebody else is allowed to have stall, then they can sell only their own publications and no other publications, and they cannot sell newspapers at all. This is too much in these days of socialism, and if at all we are sincere in the ideal of socialism, let us stop this exploitation.

I would submit that there should also be a way-bridge near Kalol.

That is a highway with very heavy traffic. Now, oil tanks are also running on that route, besides so many cars and so many trucks, and the railway level crossing remains closed for most of the time, with the result that these trucks etc., have to waste time waiting for the gate to be opened. Is it not proper to have a way-bridge there, somewhere near Kalol? I would request the hon. Minister to look into the matter, and he will find that this is justified because the traffic is very heavy there.

Now, I would make some reference to small stations. Everybody talks of big stations and big cities only, and we find that new railway stations are coming where there were good old ones in these big places; it seems that because they are big cities they must have new railway stations. I do not want any new railway stations for small towns, but I want only a shed for the protection of people from heat and rain. I would plead for the construction of a shed at Katosan; about thousand of passengers are using that station. Then, there is need for a shed also at Bechrajee where there is a temple, and thousands of people use this station also and yet there is no platform shed at this station. If at all we are to provide amenities, these are the stations which deserves those amenities.

In conclusion, I would say a word about the metre gauge, broad gauge and the narrow gauge. I am the opinion that there should be only one gauge. I would suggest that first of all, we may connect the State capitals with the Centre. For instance, you will find Ahmedabad and Jaipur on the metre gauge. Why not connect Ahmedabad with Delhi by a broad gauge line? Let us make a beginning. The time taken even by a mail train from Delhi to Ahmedabad is 26 hours. This is too much. When I requested the Deputy Minister to give one train more between Ahmedabad and Delhi, he said there is heavy load on that side and he cannot do it. If that be so, if overcrowding is there, if heavy goods traffic is there, I hope this question will be considered.

Dr. L. M. Singhvi (Jodhpur): I am sorry that even after the disarmingly genial and persuasively sincere performance of the Railway Minister, we still have to seek satisfaction from him on specific matters of policy as well as performance. That is the custom of this House, and I am sure that when we raise these issues—some of these have been raised before—we will be able to elicit greater clarification from the Minister when he rises to reply to the debate on this Demand.

My cut motion is specifically in respect of 'ambiguity, equivocation and uncertainty in the matter of reorganisation of zones, and failure to undertake changing of metre gauge to broad gauge on an extensive scale'. I am happy that the Minister has assured us that he would like to consider the first matter in the context of perspective planning, in the context of our requirements ten years ahead. I think it is necessary to do so in order to arrive at a balanced estimates of our requirements in the matter of reorganisation. I am also happy that he has pointed out the tremendous amount of expense that reorganisation of zones involves, and has given the assurance that reorganisation would be based mainly on the criterion of operational efficiency. I would, however, like to question him further in respect of the agency to which he has entrusted the task of assessing continuously the perspective requirements of zonal reorganisation. I would like him to tell us as to how he proposes to keep his hands on the pulse of requirements in the matter of reorganisation of zones, whether it is only a hardy annual in the debates in the House or it is going to be looked into by the Minister in his usual, accustomed, thorough manner.

I would like to mention my sense of regret and despair in respect of

[Dr. L. M. Singhvi]

railway expansion, or in other words, in the matter of laying new railway lines. Particularly in the part of the country from which I hail, I find that railways have scarcely added even an inch of extra running track. There has been very little expansion after the good old princely days; I should like to repeat and underline that expression 'good old princely days' because that is what people in my region say . . .

Shri S. V. Ramaswamy: Is it Rajasthan?

Dr. L. M. Singhvi.....that even in the princely days the railways had done exceedingly well, and they had made great strides particularly in the State of Jodhpur. I feel that in the field of railway expansion, the policies have been peculiarly unimaginative, inhibited and lacking in initiative. It is true, as the Minister says, that even conversion from metre gauge to broad gauge has to be decided on the basis of traffic offering. Right enough, but the difficulty is that it is a vicious circle. In the less developed regions, where these facilities of transport are not made available, more traffic offerings will not arise, because traffic is created by greater opportunities for expansion and progress, and it is precisely because of lack of transport facilities in a region like West Rajasthan that industrial expansion has found the biggest bottleneck.

I would like the Minister and the railway administration to consider afresh the various proposals in respect of expansion of railways in West Rajasthan, as indeed in other parts of the country. I can speak only about West Rajasthan, because I know from personal knowledge that various new lines had been surveyed in the good old days, and yet in terms of railway expansion no steps have been taken. I would say . . .

Shri S. V. Ramaswamy: Is he having the Udaipur-Himmatnagar line in mind?

Dr. L. M. Singhvi: Now that the hon. Deputy Minister has mentioned the Himmatnagar line, I want to say that these expansion were carried out largely as a consequence of political pressure and patronage. The Himmatnagar line is the result of the pressure from the Chief Minister who happens to hail from that region. There are many other equally meritorious proposals which have not received even half the attention from Government, and that is because there has not been enough political pressure to pursue those demands in respect of railway expansion. I would like, particularly in the border areas of West Rajasthan, as indeed in the border areas of Assam, the railway links to be strengthened, expanded, increased, without reference to the criterion of commercial feasibility.

Shri Warior (Trichur): That is the political line which I mentioned.

Dr. L. M. Singhvi: I am glad Shri Warior supports me.

Shri Dasappa: He does not know.

Dr. L. M. Singhvi: The other day we heard the Minister speaking about shuttle trains. He said the effort would be to provide more and more shuttle trains. I had pointed out to the railway administration on an earlier occasion a section where a shuttle train would be eminently reasonable and warranted, but it has not been undertaken because either it happens to be represented by people in the Opposition, or because it does not have sufficient political backing from the State Government. I make this charge not against the railway administration only. As a matter of fact, the charge is mainly directed against the State Government. The procedure which requires sponsorship from the State Government, and which lays great emphasis on such sponsorship is also wrong, because it is after all to this Parliament that the

railway administration is basically responsible.

Shri Dasappa: May I at once clear this point? We are not going to yield to any such political pressure from any Government.

Dr. L. M. Singhvi: I am very glad, but in many cases in the past there has been consistent yielding to pressures from the State Government. I am glad that the Minister is in a position now to say that such yielding would not be permitted.

Shrimati Renu Chakravartty (Barrarkpore): He is a new Minister now.

Mr. Chairman: Does not the State Government represent the whole State and its interests?

Dr. L. M. Singhvi: They are representatives certainly of the State, but they are afflicted by a malaise, the malaise which eats into the very vitals of the democratic system and which is actually nullifying the very basis of the democratic system. The State Governments, structually speaking, are representatives of the people, but when it comes to their functioning, we have found every now and then that they have acted in complete repugnance and contrary to the best interests of the State as a whole. There is a tremendous amount of factional regionalism in the States. There are wheels within wheels, and it is only on the basis of this intra-State regionalism that these demands are sponsored.

Shrimati Renuka Ray (Malda): They have to depend on popular support.

Dr. L. M. Singhvi: Yes, but it does not mean that . . .

Mr. Chairman: The hon. Minister wants to clear a point.

Shri Dasappa: We are functioning in a democracy. To the extent that the State Government represents popular will and opinion, every consideration and weight will be given to its recommendations. What I was going to say is we are not going to fall victims to political pressures, whether of an individual or a body. That is what I wanted to make clear.

Shri Nambiar: Now he has corrected and clarified the position.

Dr. L. M. Singhvi: There is no doubt that all these statements are true and correct in their own way, but the basic fact still remains that there has been very little expansion in the field of railways while there was ample expansion in the past, and this, many of us feel, is due to the fact that there is not sufficient State sponsorship. State sponsorship has been lacking because of political regionalism within the set-up of the State itself. I would not like to dilate on it any further.

Shri Dasappa: Planning Commission has also a voice in these matters, in addition to State Governments and possibly representatives of the people also who give their priorities to the Planning Commission and to us. Then it is hammered out. So, if he wants to ignore the State Government altogether, I am afraid he will not be taking a very wise step.

Dr. L. M. Singhvi: I would not say that they should be ignored altogether but at the same time I suggest that even the recommendations of the State Government if based on such regionalism should not be given privileged status in the counsels of the Railway Administration.

A very important link must be provided between Jaisalmer and Jodhpur.

Mr. Chairman: The hon. Member must conclude his speech now, he is exceeding the time-limit.

Dr. L. M. Singhvi: There have been a lot of interruptions, Sir. The Minister should tell us what he proposes to do about railway expansion both in the western and in the eastern border areas, notably Rajasthan and Assam. He should give an assurance to this House about a massive programme of research which should be launched by the Railway Administration. Yesterday, I pointed out that the present programme is utterly inadequate. For instance, there is the failure of the Railways to provide an adequate system of dust-proofing the compartments. It is a ticklish problem but I am sorry to say that no adequate solution has been found. I welcome the assurance by the Minister in respect of acceleration of trains. For the first time, we have the assurance of a Minister who says that he would not himself be satified with the stock, routine assurance and replies. I am glad he is prepared to take a fresh look in the matter of accelerating trains. There are proposals made to the Railway Administration again and again but we find nothing but a stock, routine reply to these proposals. Only a few months back, I had the pleasure of receiving Mr. Humayun Kabir, a Central Minister, at Jodhpur and he said 'the first thing that I am going to do when I get back to Delhi is to tell Mr. Swaran Singh—the Railway Minister—Minister at that time—that this train should be accelerated. It could be done. I refer to Jodhpur—Delhi Mails.

Mr. Chairman: You should conclude now. There are so many hon. Members and more than four days have already been taken.

Dr. L. M. Singhvi: I am not responsible for taking four days.

Mr. Chairman: I have to stick to the time-schedule. Please conclude your speech.

Dr. L. M. Singhvi: In passing I would refer to a suggestion about berth reservations in second class: more ACC 3rd class deluxe compartments should be put in. To neutralise rising prices, the Railway Administration should seriously consider providing benefits such as opening of cheap grain shops for the employees so that the monetary benefits conferred by the Administration may not be rendered illusory.

Shrimati Renu Chakravartty: Sir, I would first like to greet the new Railway Minister and I hope he will bring a fresh mind to many of the old subjects which we bring up as hardy perennials. The first point which I would like to make is regarding these border areas. In the State of West Bengal, our entire railway system was thrown out of gear after partition, and even now, it is easier for us to go from North to South India than to go from the southern part of our State to the northern part of our State. As far as the major obstacle for having the bridge across the Ganga, the Farakka barrage, is concerned that is a very long-term process and it is a problem which I do not want to raise just now. But one point which I would like to urge is that in the border districts of West Bengal, the districts which border East Pakistan, some of our districts have been cut up between East Pakistan and West Bengal. For example, take the district of Dinajpur. East Dinajpur is in East Pakistan and West Dinajpur is in West Bengal. Actually, the headquarters of West Dinajpur, Balurghat, still remains without a rail link at all. It is amazing that when we have to go from Calcutta to Balurghat, we have to take first the Darjeeling Mail—not the other mail—and go to a station called Tinpahar. From there, we have to take a small train to Rajmahal, and from there cross over in a ferry and then we have to take a bus—the State is running a bus service—and reach Malda. At Malda we have got to cross a river by ferry and from there we have to take a bus and then reach Balurghat!

Actually, this point has been discussed, and there have been many surveys made, but somehow or other, something has happened, may be some political pressure or not, I do not know—and this link remains undone. Although there is a broad-gauge railway nearby, Balurghat still has not been connected through the broad-gauge line with the rest of the State. Therefore, I would urge that since there is now a railway line linking up to Malda, Balurghat should also be linked up, so that little by little we are able to link up all our district headquarters, especially to repair the damage which was done by partition; I would urge upon the Minister to look into this. There are many surveys also made about it. Somehow they do not get the priority. The State Government also on many occasions placed this matter before the Government, but we do not know where the snag lies; perhaps the Planning Commission is faced with more urgent problems. But now that the question of the eastern sector, especially the border areas, has come into prominence, we urge that this matter be gone into and given first thought.

Then, I should like to say a few things about the suburban trains of Calcutta. Sometimes this House discusses the sorrows of the villagers, and the impression gained is that the big stations and the big cities and the people in those cities and those big stations are better off. But actually what happens in the big cities? I am not so acquainted with Bombay and Madras, but certainly I am very much acquainted with Calcutta. The passengers come daily from 40 miles away; they get up early in the morning and leave their houses at about 7 o'clock and come to the city which is 40 miles off. They work in the city all the day and go back sometimes by 8 O'clock in the night. Those trains are terrifically crowded, as a result of which electrification has taken place now. We are having electrification now. But then electrification has been a very slow process. Even now, the electrification on the Bongaon-Ranaghat section has not been completed. Some trains are running on the Ranaghat section, but there is yet a lot of difficulty. The passengers say that there does not seem to be any very great difference in the timing. The timing should have been shortened, and there should be much quicker running of these trains there. Actually, there is not a certain improvement. When having these electric trains, certain other tain other concomitants have to be looked into, especially in regard to these suburban trains; we must realise how these passengers risking their lives, jump into the trains to catch them. In many of these stations, we do not have overbridges. For example, one of the heaviest stations is the Dum Dum junction and also the Dum Dum cantonment station. There, overbridges are long overdue. The overbridges that are at present existing actually are not adequate. There should be an overbridge at Dum Dum junction station and at the Dum Dum cantonment station also. Otherwise, what is the result? People have to cross the lines. We ourselves do it: when we go from the south-end, we actually have to cross the lines and go across the lines; sometimes we are going across the standing rakes and underneath them. We really face these difficulties and sometimes there are accidents also in doing like that.

Shri S. V. Ramaswamy: Is it footbridge or a road overbridge that the hon. Member means?

Shrimati Renu Chakravartty: I am talking about the need for foot overbridge for passengers. The Dum Dum Cantonment station and Dum Dum junction station carry the heaviest traffic on this suburban line. We have raised this matter several times in our consultative committees, but nothing seems to have been done. From 1951 it has been raised; again in 1955 it was raised. Now again it has been raised, but it

[Shrimati Renu Chakravartty]

seems to be getting again and again pushed on.

16 hrs.

In Dum Dum cantonment station, big colonies have come up, schools and factories have developed. There should be an over-bridge from the outside, so that from the road itself, people can go up the over-bridge and step into the platform both in the eastern and western sector. In Dum Dum junction station also, the need is for a foot-overbridge on the southern side.

The New Barrackpore station has expanded during the last 10 years beyond comprehension. Huge refugee colonies have come into being. There is a girls' school on one side of the railway line and there is a boys' school on the other side. There is a big bazaar that has developed. All the time children are crossing over this railway line. There is no proper level-crossing even. It is much further up. So, there is need for a foot-over bridge. If that is not possible just now, at least there must be a manned level-crossing. for the kids who are going to the school and coming back. I have urged this on many occasions.

As I have been saying again and again, in many of the stations the population has grown because in Calcutta, people are not able to get living space. The biggest run is between Shyamnagar and Kankinarrah stations. There is a new area that has developed there called Mandalpara. The whole of this area which formerly used to be a village has got a big propulation with lots of vegetable produce, etc. So, there should be a halt there.

Baranagar, which is almost a part of Calcutta, is now on the Dakshineswar side of the approach to the bridge over Ganga. But really Baranagar is developing on the route to Barrackpore. So, there should be a second station there—call it by whatever name you like—on the route that goes to Barrackpore. This has been surveyed, but up-to-date nothing has been done.

Mr. Chairman: The hon. Member's time is up. She should try to conclude now.

Shrimati Renu Chakravartty: Yes, Sir. I have only one or two points more.

I would take up one or two points about labour. My friends Mr. Alvares and Mr. Nambiar have already raised this question of DA for railwaymen, and the Minister has replied to it. But I am afraid he has to give some more thought to it. Unless this question of DA is solved, the labour will not be satisfied. It is said that until there is a 10 point increase, there can be no increase in D.A. What is this 10 point business? If we see even the Government statistics, the quarrel is between 2 or 3 points. The biggest quarrel is over the consumer price index. We know that in Maharashtra it has been proved that it was 29 points above. There should be an enquiry into this.

Coming to the price of wheat, it has gone up to Rs. 32. It is very sad, but I have to say that when we, people from rice-eating areas used to say that the price of rice is going up, our Minister used to tell us that we, Bengalis, are always eating rice and that is why the price is going up; there is plenty of wheat and if we take wheat, the price will fall. But when the price of what has gone up to Rs. 32, the poor wheat-eating area people are weeping and saying "The price of wheat has gone up to Rs. 32. Save the Bengalis; take away all the wheat from us; give us the rice and give them the wheat. Let the price fall." But we have not seen that. Neither you can do that nor you can control the price. Why should not the workers get the

increase in DA? I do not want to go into the details. Mr. Dasappa will know all that from the Railwaymen's Federation.

But the main thing is, those who are earning below Rs. 150 should have a cent per cent neutralisation. That is fair. It is no use countering this argument by saying that in our country the average earning is much less—whether it is 3½ annas or 7½ annas we need not quarrel on that point now. But at least the railwaymen who have given you good returns, who have given you good dividend and who have enabled you to pay to the exchequer, should have this neutralisation. As regards Class II and Class III at least Rs. 500 should be the minimum point up to which they should get dearness allowance.

Then I come to the question of absorption and permanency of the railway electrification staff. A huge number of workers have been working for the last three or four years on electrification right from Howrah to Moghalsarai and also on other sectors of the Eastern Railway and other railways. A big problem has arisen. We have been representing to Shri Ramaswamy on various occasions. As far as the CPC scales of pay are concerned, they should have been given to anybody working for six months. That has not been done. Our friends of the Railway Federation have represented about it many times. We have also represented to the Minister. With regard to the railway electrification staff a funy situation has arisen. New staff are being appointed and those who are already on the railway electrification job are being retrenched. At least there should be "first-come, last-go" or some sort of such a policy, and there should be a policy of absorption and permanency of the railway electrification staff. There is also the question of the permanency of the casual labour who have been there for more than three years. Under rule 149, already our Minister has said that he is going to consider this point and it is very very good.

Lastly, on the question of complimentary passes to class IV staff, I want to urge that there should be no discrimination. Shri Dasappa, when he was not a Minister and he was our colleague as an ordinary Member, has always stressed that we must plead on behalf of the poorer section of our people and that there should be no discrimination. If class II and class III staff can get complimentary passes twice or thrice in a year after thirty years of service, why should not the class IV staff also get the same facility? I would urge upon the hon. Minister to look into this question and see that the privilege of having complimentary passes should be the same for Class II, Class III and Class IV staff.

Shri V. B. Gandhi (Bombay Central South): Mr. Chairman, Sir, lately I have been reading some of our weekly papers, financial papers, papers like the *Commerce* of Bombay, The *Capital* of Calcutta, the *Eastern Economist* of Delhi and also *A Review by the Federation of Indian Chambers of Commerce*. The general view held by these papers and organisations in respect of the Railway Budget is that the Railway Administration has not implemented fully the Railway Freight Structure Enquiry Committee's recommendations, and also that the new addition of a supplementary surcharge of 2 per cent should not have been made.

On the first point, after having listened to the speech of the Deputy Ministry, Shri Ramaswamy, yesterday, and also of the Railway Minister this afternoon, I am now beginning to feel that, after all, the structure of our freight rates is scientificaly based, the basic rates are designed scientifically and they take account of the principle of cost of service. So long as these new flat rate additions are made on percentage basis and so long as our basic rates continue as they are, they will properly reflect the

[Shri V. B. Gandhi]

basic rates. Therefore, I do not think there is much in the contention of some of these newspepers.

However, on the other point, that is, the addition of the suplementary surchage of 2 per cent. I am inclined to agree with them that this should not have been imposed. I am of the firm view, and I have expressed it before on many occasions, that in a planned economy like ours we must do everything to avoid any increase in the cost of production in the economy. These small increases here and there by way of railway freight and other charges have a pyramiding effect and their ultimate effect on the cost of production will come to quite a sizable figure.

16.12 hrs.

[MR. DEPUTY-SPEAKER *in the Chair*]

I am not willing to agree with the way in which the Railway Minister presented the case by saying that the addtion to the cost of an individual consumer of salt and such other things will be microscopic. Though to an individual it may be microscopic, the fact remains that the ultimate additional amount to be paid by the community will amount to Rs. 7·5 crores. We cannot get away from that fact.

Now I will take up the second point. I would like to say something about the contention that there has been under-estimation of revenues and over-estimation of expenditure. I do not quite agree with the two Deputy Ministrs who have spoken on the subject who said that we ought to lump all the seven years together and that we ought to take the revised figure in this case. In my view, the relevant figures for our purpose are the figures of the net surplus for the years 1960-61 to 1963-64. I have them with me and I will briefly state my case.

In 1960-61 the budget estimate of net surplus was Rs. 18·43 crores and the final figure was Rs. 32·41 crores, *i.e.* an increase of Rs. 14 crores. In the year 1961-62 the budget figure was Rs. 8·64 crores and the actual was Rs. 24·40 crores, an increase of Rs. 16 crores. In 1962-63 the Budget figures was Rs. 23·22 crores and the Actual was Rs. 42·46, that is, an actual increase of Rs. 19 crores. In the case of this particular year I do concede that there have been certain abnormal conditions, like the very large transport of defence materials for our emergency purposes. But the size of the difference between the budgeted figure and the actual figure is still eloquent. As regards the year after that, already the Budget Estimate has increased in the Revised Estimate by Rs. 7 crores.

Why are these figures which I have quoted more relevant for our purpose? It is because after all when the Ministry comes to this House asking for additional impositions, additional levies, increases in freight rates and so on, they base their case and their claim on these Budget Estimates. They say, "Here is the Budget Estimate and this is all we are likely to get; therefore, we need more". As I have said, my general case has always been that through these gradual increases in freight rates we are helping materially the process of inflation in this country and these basic additions to freight rates are multiplied in their effect in the general inflation. Therefore they should be avoided.

श्री प्रताप सिंह (सिरमूर) : उपाध्यक्ष महोदय, मैं तो उस जगह से आया हूं, यानी सिरमूर, जहां पर रेलवे लाइन ने अभी तक कदम भी नहीं रखा है, चूंकि हिमाचल प्रदेश एक यूनियन टेरिटरी है इसलिये वहां पर रेलवे लाइन का होना बहुत जरूरी है ताकि वहां से सामान बाहर आ जा सके और उससे तमाम हिन्दुस्तान को फायदा पहुंच सके ।

मुझे याद है कि रियासत के जमाने में स्टेट ने एक स्कीम रेलवे विभाग के सामने रक्खी थी कि यमुना नगर और पौंटा को रेलव लाइन से मिला दिया जाये। लेकिन रियासतों के मर्ज हो जाने के कारण, हालांकि वह स्कीम फाइनलाइज भी हो चुकी थी, मगर वह तर्क कर दी गई। तब से लेकर अभी तक उस पर कोई ध्यान नहीं दिया गया। पौंटा इंडस्ट्री के लिहाज से आगे बढ़ रहा है और साथ में वहां पर जिप्सम और लाइम स्टोन इतना ज्यादा है कि शायद ही हिन्दुस्तान के किसी इलाके में इस किस्म का अच्छा पत्थर इतना मिल सकता हो। इसके अलावा वहां बिजली का कारखाना लगने जा रहा है। इन सब बातों को मद्दे नजर रखते हुए मुझे रेलवे मिनिस्टर का ध्यान इस तरफ दिलाना है कि सब से पहले वे उन इलाकों की तरफ तवज्जह दें जहां पर आज तक कोई सुविधा नहीं प्राप्त हुई है। जहां पर कठिनाइयां ज्यादा हैं वहां पर रेलवे लाइन पहुंचाई जाये। मैं उम्मीद करता हूं कि वह यमुना नगर से पौंट की लाइन को जल्द से जल्द टाप प्रायारिटी देते हुए बनवाने की कोशिश करेंगे। मुझे मालूम हुआ है कि जो हिमाचल प्रदेश की इस वक्त की गवर्नमेंट है उस ने भी इस केस को मूव किया है। इसलिये आप इस ओर काफी ध्यान देते हुए इन जगहों को मिला कर लोगों को सहूलियता पहुंचायें। इससे वहां से समान भी मिल सकेगा और बड़ा भारी लाभ हासिल होगा।

दूसरी बात मैं यह कहना चाहता हूं कि चूंकि हिमाचल में इंडस्ट्री बढ़ रही है इसलिये चंडीगढ़ से बरोटी वाला तक एक लाइन बनाई जाये जो कि निहायत जरूरी है। यह सिर्फ ६ मील की लाइन होगी और यह ऐसा रास्ता नहीं है, जहां रेलवे लइान ले जाना कठिन हो। मुझे उम्मीद है कि रेलवे मंत्री इस तरफ ध्यान देंगे क्योंकि यह लाइन बहुत जरूरी है।

भाखरा बन जाने से हिमाचल से जो लकड़ी सतलुज से आती है उसके बजाय वह अब रोपवे से लानी पड़ती है। इसमें हमें बड़ी कठिनाई होती है। यह रोपवे सरकारी कामों में और दूसरे कामों में भी इस्तेमाल की जाती है, इसलिये इससे लकड़ी लाने में दिक्कत होती है, दूसरे इससे लकड़ी लाना महंगा भी होता है क्योंकि इसमें खर्च ज्यादा पड़ता है मारकेट को पहुंचाने में। इसलिये एक दूसरी रेलवे लाइन गंगूवाल से बसी तक बहुत जरूरी है। यह फासला करीब दो मील का ही है।

इसी तरह से एक रेलवे लाइन जो कालका से शिमला जाती है इससे हिमाचल को बहुत ज्यादा फायदा होता है। लेकिन गाड़ी से जाने में वक्त ज्यादा लगता है और मोटर से जाने में उससे आधा वक्त लगता है। मैं टेकनिकल आदमी तो नहीं हूं, लेकिन मैं रेलवे विभाग से यह चाहूंगा कि वह इस गाड़ी में कोई तेज इंजिन लगावें जिससे यह सफर कम समय में पूरा किया जा सके। इस सफर में वक्त ज्यादा लगने से यह नुकसान होता है कि ज्यादातर लोग मसूरी जाना पसन्द करते हैं क्योंकि वहां आना जाना आसान है। चूंकि कालका से शिमला जाने में रेल से वक्त ज्यादा लगता है इसलिए टूरिस्ट भी शिमला जाने से मुंह मोड़ने लगे हैं। इसलिए इस तरफ ध्यान दिया जाए।

मुझे याद है कि वर्ल्ड वार दोयम से पहले एक योजना इस कालका शिमला लाइन को और आगे ले जाने के लिये बनायी गयी थी। लेकिन अब वह स्कीम आगे नहीं आ रही है। मेरा रेलवे विभाग से कहना है कि इस इलाके में शिमला से आगे रेलवे लाइन को ले जाने के लिये सर्वे किया जाना चाहिये, और अगर ज्यादा दूर तक लाइन न ले जाना चाहें तो कम से कम शिमला से थियोग तक, जोकि १८ मील का फासला है, रेलवे लाइन बनाई जाए। इसकी बहुत जरूरत है।

[श्री प्रताप सिंह]

हिमाचल का पहाड़ी इलाका है और यह बार्डर का भी इलाका है। यहां डिफेंस के लिए भी रेलवे लाइन का ज्यादा होना जरूरी है। दूसरे मंत्रालय हिमाचल की उन्नति की तरफ पूरा ध्यान दे रहे हैं और उसको आगे बढ़ाना चाहते हैं। इसलिये वहां रेलवे लाइन का बढ़ावा भी बहुत जरूरी है। हम कोई भी इंडस्ट्री लगायेंगे, या कोई वर्कशाप खोलेंगे या वहां से सामान बाहर निकालना चाहेंगे तो उसके लिए रेलवे लाइन का होना बहुत जरूरी है। इंडस्ट्री कायम करने के लिए हमें भारी भारी मशीनें वहां ले जानी होंगी। यह काम ट्रक से नहीं हो सकता। मैं चाहता हूं कि रेलवे मंत्रालय भी हिमाचल की उन्नति पर पूरा ध्यान दे और जैसा कि मैंने निवेदन किया है चंडीगढ़ से बरोटी वाला तक, यमुना नगर से पौंटा तक और गंगूवाल से बसी तक रेलवे लाइनें इस इलाके में बनाई जायें।

इन शब्दों के साथ मैं रेलवे मंत्री का शुक्रिया अदा करता हूं।

Shri Narasimha Reddy (Rajampet): My cut motion is not like the rapier thrust of an angry M.P. but it is a gentle pat by a vegetarian like me with a blunted wooden sword intended to cure railway rheumatism.

The hon. Minister of Railways, in his reply to the budget debate, was very emotional on behalf of the Railway Board, and I must say that I appreciate him because he has so soon fitted himself into the role of a perfect administrator who knows full well how to praise his subordinate in public and to chide them in private if they deserve it. But, however, he should allow us to have a fling at them now and then because that would keep them sharp and vigilant.

My cut motion deals with the failure to provide proper amenities for the third-class passengers. Of course, under this heading comes overcrowding. This has been stressed over and over again, and I venture to say that it has gone deep into the mind of the Minister.

But how is he going to tackle this question of evercrowding? Outwardly, to all appearances, it looks to me as though it is a physical impossibility at the present rate of population growth to solve this. But as human beings, we should try to do our level best. How are we going to do it? I would tell the Minister that it would not be possible for him to tackle this question by confabulations with his Railway Board alone because they may be lacking in the requisite resilience, imagination and elasticity of outlook, which are special properties of representatives of people, *i.e.* MPs. Let him constitute a joint committe of high railway officials who are in the know of these things and MPs representing various sections, and ask them to make a report. Once they send up their recommendations and he implements them when he presents his next Budget and when any Members rise up to criticise him on this score of overcrowding, he can turn round and say 'Look here, I took you into confidence. We have all tackled this in a body and if we are not able to solve it at all, it is not due to any defect or negligence of mine; it is due to causes which are outside our control'. I would strongly suggest this course to him.

Side by side with this, I would suggest—I have already done so in my speech on the Railway Budget proper—that this can be tackled only by running shuttle trains between stations where there is heavy density of traffic. He can call for a report on all those sections having heavy density of traffic and see that as many shuttles as possible are run there, because, as I have already said, at the starting points of big junctions like Calcutta, Bombay and Madras, the trains are always full. You may increase the number of trains by a dozen still they will be full. Hence this suggesetion.

Then amenities for third-class passengers have to be carefully looked into. After all, all of us are third-class passengers. As long as we are MPs we are able to travel in first-class, that is, upto April 15, 1967. Afterwards, we will have to travel third.

Shri Yashpal Singh (Kairana): Only you and I.

Shri Narasimha Reddy: So all of us are interested in this. Even Shri Dasappa was saying that once when he was travelling third class, he could not find a seat, he had to manage somehow and so forth.

Shri Dasappa: Not once.

Shri Narasimha Reddy: It is quite true that all of us will experience the same difficulties over and over again.

I have already said that very often we do not find lights at nights in third-class compartments. Most often, in 99 per cent of cases there is no water in the lavatories. Even the lavatories at stations are very dirty and not at all clean. These things should be looked into and attended to, because the whole foundation of Government is the third-class passenger. What he thinks today will happen tomorrow to the Government. So, I would request the Railway Ministry to take particular care of the third class passengers. We do not care a bit what happens to the second class or first-class passengers because we are here on the sufferance of the third-class passengers who form the overwhelming bulk of the population of India, and I will be doing a great injustice if I do not sufficiently stress this point about increasing the amenities for third-class passengers.

The second point is about proper food in the dining cars and the absence of dining cars in the Grand Trunk Express from Madras to Delhi and in the train from Guntakkal to Secunderabad. The De Luxe which comes from Madras to Delhi has got a dining car attached to it from Madras, and it starts at about 4·30 p.m. But the G. T. Express starts at about 11·30 a.m. That is not the time for people to take lunch. So, they have to take lunch somewhere on the way. Where are they to take lunch? They start at 11·30, they cannot take any lunch, they will have to take some useless stuff that is sold on the Gudur railway platform, and they will have to wait for their dinner at night at Bezwada. My hon. friend Shri A. S. Alva has mentioned how when he ordered his meal in Bezwada, instead of vegetarian food, he got mutton or fish soup. Such comic tragedies occur. The G. T. Express is a much more important train than the De Luxe. The De Luxe may have one big carriage for first-class passengers, but the G. T. Express has got so many first-class carriages and so many more third-class carriages. I do not know how it is that on this important train a dining car is not attached from Madras up to Delhi. These are not things which ought to be mentioned by Members of Parliament or in respect of which pressure has to be brought on the railway authorities. If only the mental tabernacle of the lower officials had been working in a normal, healthy manner, such things would not have occurred. I am so sorry to mention it, and I request the hon. Minister to look into these things.

Mr. Deputy-Speaker: Shri Subbaraman

श्री ओंकार लाल बेरवा (कोटा) : उपाध्यक्ष महोदय, सदन में इस समय कोरम नहीं है ।

एक माननीय सदस्य : कोरम है ।

श्री ओंकार लाल बेरवा : कोरम मौजूद नहीं है । ३० से भी कम मैम्बर्स हाउस में इस समय उपस्थित हैं । जबकि रेलवेज की डिमांड्स चल रही हैं तो कोरम का होना आवश्यक है ।

Mr. Deputy-Speaker: The bell is being rung... Now there is quorum.

Shri Subbaraman (Madurai): I thank you very much for the kind opportunity you have given me at last to participate in this discussion.

I congratulate the hon. Minister on having presented a very good Budget, which is welcome on the whole in the House and outside in the country.

A great fund of information has been given in the publications of Government. They show vast improvement and development in-all sides and sections of the railways. We all feel happy over it, but still there is room for improvement, as was admitted by the hon. Deputy Minister himself yesterday. If we compare our railways to the neighbouring countries we will certainly have room to be proud but if we compare our railways to more advanced countries like England, Japan and America we have to do a lot to come up to their standard.

Trains are run fairly in time. But the fastest train in the southern region, the Trivandrum Express is still running late by half an hour or one hour on most days though the running time was increased by 45 minutes or one hour. So, also goods traffic. The speed of the goods train should be accelerated. We read in the publications that there has been larger transport of goods in the past year. But if you compare the traffic movement of railways to road transport, we have to do a lot. Though road transport costs more, most of the people go in for it. I would like our Minister to pay more attention to this so that goods may be transported more speedily. QTS is available only from big stations such as Madras, Bombay, Delhi and Calcutta. It should be extended to commercial centres like Madurai and Tuticorin. If goods are booked from big city stations for QTS for long distances, that service should be available from and to stations. like Madurai. It is good that containers are available and I hope they will be fully utilised by the commercial people.

I would like to say a few words about the maintenance of coaches. It needs quite a lot of attention. About two months back, when I was coming to Delhi to attend the session after the train left Trichi, all of a sudden I was woken up by water leaking from above. It was so in some other carriage also. I contacted the guard who said that I should wait till the train reached Villupuram. Such is the condition of most of the carriages. I need not say anything about the bath rooms, as I have said about them in the last speech on the Railway Budget. The fixtures were broken and there were leakages. I complained personally to the General Maneger of the Southern Railways about two months back. Immediately he sent one of his engineers along with me to inspect some of the carriages. I took him round and most of them, as I said, were leaking. were rusty and with broken fixtures. There were cobwebs also formed in most of the carriages and it showed that they had not been cleaned for at least a fortnight.

I am glad that Government has set apart a separate research section. I would request the hon. Minister to carry on researches so that there may not be any dust, noise and heat in the carriages. We suffer very much owing to heat when we travel long distances. These difficulties should be avoided. The fittings and components and parts should be so manufactured or fixed that we feel less of the heat and there may be less of dust and noise.

Shri S. V. Ramaswamy: Other than air-conditioned?

Shri Subbaraman: I mean the ordinary class. I should like to say a few words about the platforms and waiting

rooms. The bathrooms and lavatories there are not at all kept in good condition. I know it is not only the mistake of the railways but for want of public co-operation is also a big reason for such a condition of the bathrooms and lavatories in the platforms. Anyhow, we should attend to this and educate our public—passengers and users—so that they may have a greater sense of cleanliness and social welfare.

I am glad a greater amount of money has been set apart for amenities. If overcrowding is avoided, that will be the first amenity that the people would be enjoying, especially the third-class passengers. Our hon. Minister, Shri Dasappa, is one of the common men. He has associated himself with the common people so much that he does not need to be reminded of the difficulties and problems of the common man. He himself said that during his reply to the debate.

Among the amenities, I would also suggest that more lavatories and washbasins are provided in the third-class coaches.

I would like to say a few words now about the region from which I come. Rameswaram is a big all-India pilgrim centre, but the trains available to and from Rameswaram to centres like Madurai are not at all satisfactory. There should be faster trains so that if we want to go to Rameswaram and Dhanushkodi, we can finish it in one day and come back. There should be more facilities at the waiting room at Dhanushkodi. One has to wait sometimes two to three hours at Pamban which is one of the corners of the island of Rameswaram; that should be easily avoided. A diesel engine can be used in the island so that these difficulties can be reduced.

There are two important level crossings in Madurai city; one at Subramaniapuram and the other at Meenakshi Mills. The Madurai citizens and the municipality and representatives of the public have been requesting the railways to construct bridges at these places. But we are sorry that nothing has been done till now. The overbridges or underbridges are absolutely necessary in the interests of the city and the public. The growth and development of Madurai city is very much hampered for want of these bridges. If, for any reason, the construction of these bridges at Subramaniapuram is delayed I request the Government to kindly shorten the time of closing of the local crossing at Subramaniapuram. Sometimes, the crossing here is closed for as many as 15 minutes. So, at least the closure time should be reduced.

Mr. Deputy-Speaker: The hon. Member's time is over.

Shri Shree Narayan Das (Darbhanga): Sir, there is no doubt that there has been all-round improvement in the working of the railways throughout the country. I have been associated with the hon. Minister while working on the Estimates Committee and we have seen how hard-working he is. We expect that whatever remains to be done in the working of the railways will be done in his regime and all will be satisfied.

Though there has been all-round improvement in the working of the railways, a major portion of the improvements have gone to the broad gague system. The metre gague has been neglected. Whatever improvements have been made on the metre gauge have been made on the main-line. People who travel on branch lines suffer from all kinds of difficulties and inconveniences. Just as there are backward classes and suppressed or depressed classes in our social structure, so also in the railways there are backward and suppressed areas. I hope the Minister will do justice to them, so that there may not be any dissatisfaction.

Hon. Members have referred to overcrowding. That is a common disease. Whatever national wealth is

[Shri Shree Narayan Das]

created is being consumed by the increasing population and *per capita* income is not increasing, as it should. So also in the railways the *per capita* accommodation is not increasing. The efforts made to provide more trains and coaches are being consumed by the ever-increasing population in the country. There are areas where the density of the population is very high, the highest in the country. I would draw the attention of the Minister to North Bihar, where the density of population is very great. The trains are not large in number and there are no adequate coaches. The travelling public have to experience much difficulty due to overcrowding. When we travel, we have to hang our heads in shame, because people say, "Look here. We are paying so much as fare, but we have no place to sit." We cannot give any reply to them. So, this must be looked into.

As there is not much time, let me turn to some local grievances which deserve attention. The first question is the remodelling of the Laharia Sarai station on the Samastipur-Narkatiaganj line. It has been taken up, but no progress is being made. We are told that there is some hitch in acquiring land belonging to the State Government. We want the Minister to exert his influence, so that that hurdle may be removed and that work can progress. That is a very important station, being the headquarters of the district and the work has been delayed for long. On the south of that station, there was a level crossing for a very long time since the beginning of the railway. Agriculturists and peasants who have to go from this side to that side for their work have been using that level-crossing, but that level-crossing has been closed and no other arrangements have been made for the persons residing on both sides of the line to go from one side to the other. A representation has been made by the local people that a little beyond that station, another level-crossing should be provided. I think the hon. Minister would give attention to this.

The people of North Bihar are very grateful to the railways because they have provided the Rajendra Pul. The construction of this bridge will help commerce and trade very much. There is no doubt that we have benefited much, but the construction of this railway bridge has made the journey not a bit easier. The time taken from Patna to Darbhanga is the same as it was before. Even the trains that pass through the Barauni Bridge, even the express trains with direct carriages, even the Mithila Express from Howrah, stop at every station and the time taken from Barauni to Darbhanga is 4 hours whereas from Delhi to Barauni it is 20 hours. I would like the hon. Minister to look into this matter so that the time taken for this distance may be reduced.

With regard to catering arrangements, as I have already said, much of the improvements that have been effected are on the main lines. On the branch line at Samastipur the catering arrangement has been taken over by the Railways. But we see no improvement there. Sometimes the bearers do not have glass tumblers, sometimes they do not have enough spoons. Whenever we ask them they say that these articles are not supplied by the department. I was recently at Tundla station which is a big junction. Some five or six persons were there in my compartment. They were not provided with spoons. When the bearer was asked he said that the number of spoons supplied is very small, several complaints have been made and nothing has come about. I would request the hon. Minister to look into this.

With regard to sanitary arrangements, although efforts are made to provide better sanitary arrangements at way-side stations also, there is lot of scope for improvement at Stations beyond Samastipur i.e. Samastipur—Narkatiaganj sections and other branch lines are not there. I would request the hon. Minister to look into this.

It is gratifying to note that the broad gague line has been extended from Barauni to Samastipur. But that line should be extended from Samastiput to Darbhanga so that in course of time that may go up to the terminus station at Jainagar. That is the terminus station of the railways on that side. That connects Nepal with this country and that is on the border. I would request the hon. Minister to see that the broad gague line is extended from Samastipur to Darbhanga so that the people of that area may benefit by that.

I would like to mention two other points before I close. Sometime ago a survey was made to have a new railway line from Sakri to Hasanpur connecting two branch lines. There are some villages near about and the people of those areas have to travel about 18 to 20 miles before they can reach a railway station. This question also has to be considered by the Railway Minister. The survey was made long long ago, during the British period. Since then nothing has been done. The people of that *ilaka* have been pressing us to take it up with the Centre so that the new line may be provided.

Then, sometime ago a survey was made to connect Muzaffarpur to Darbhanga. At present there is the Samastipur—Narkatia branch line. I would like to draw the attention of the hon. Minister to this fact that there is a distance of 24 miles between Samastipur and Darbhanga. Samastipur is the junction of three lines on this side whereas Darbhanga is also a junction of three lines on the other side. The passengers coming from three railway lines on this side and three railway lines on the other side are carried by a single track between Samastipur and Darbhanga. I would therefore suggest that either a broad gague line should be provided between Samastipur and Darbhanga or the track between Darbhanga and Samastipur should be doubled so that more trains could pass through them and overcrowding may be avoided.

Another point I want to stress is about the Lona Road Flag Station. From the very beginning—I do not know from when—this has remained a Flag Station. Only for a few seconds the trains stop there and there is also only one single line. There was a proposal that Lona Road Station should be transformed or converted into a regular station and other amenities should be provided to that station. I think that should be done at an early date.

Lastly, I want to stress one point. People have been making complaints about the working of the Railway Service Commission in the recruitment of class 3 employees. So, I think the working of the Railway Service Commissions should be reviewed and examined to see whether they are functioning well and whether the complaints made are justified or not. If they are working well, I would suggest that some more public service commissions should be created in the railways. According to my information, there are at present only four commissions. I suggest that there may be 6 or 7 Commissions so that those who have to appear before the Commission are not inconvenienced very much. I will conclude with these words and I hope that whatever suggestions I have made will be looked into and will be given effect to.

श्री किशन पटनायक : उपाध्यक्ष महोदय, दासप्पा साहब ने शिकायत की है कि विरोधी सदस्यों की तरफ से एक भी सुझाव नहीं आया है कि बिना टिकट की यात्राओं को कैसे रोका जाए । मैं एक सुझाव उनको देना चाहता हूं । अगर तीसरे दर्जे में भीड़ कम कर दी जाए तो यह बिना टिकट की यात्रा भी बहुत हद तक बन्द हो जाएगी । एक इसका उपाय और भी है। जितने कम्पार्टमेंट्स होते हैं उनमें आपस में रास्ता होना

[श्री किशन पटनायक]

चाहिए, उनके बीच में कारीडोर होना चाहिये और हर एक सैट आफ कम्पार्टमैंट के लिये एक एक एटेंडेंट तीसरे दर्जे में भी रहना चाहिये जैसा फर्स्ट क्लास में होता है। वहां पर आप एटेंडेंट्स को रखते हैं। इसी तरह से आपको थर्ड क्लास के लिए भी एटेंडेंट रखने चाहियें। इस एटेंडेंट का फर्ज होगा कि जो लोग आते हैं बैठने के लिए, उनके पास वह देखे कि टिकट है या नहीं हैं। जांच करने के बाद जब उसको मालूम हो जाए कि किसी यात्री के पास टिकट नहीं है तो उसको उसे बाहर निकाल देना चाहिये। यह चीज तभी संभव हो सकती है जब माननीय मंत्री जी तीसरे दर्जे में भीड़भाड़ को घटायेंगे क्योंकि अगर ओवर क्राउडिंग होगा तो एटेंडेंट भी बेकार रहेगा, उसका भी कोई फायदा नहीं होगा, वह भी कुछ काम नहीं कर पायेगा। मैं आशा करता हूं कि माननीय मंत्री जी मेरे इस सुझाव को मंजूर करेंगे। मंत्री जी भीड़ घटायेंगे और हम लोग बिना टिकट की यात्रा को घटायेंगे।

डा० लोहिया ने कल अपना भाषण देते हुए एक मिसाल आपके सामने रखी थी। रेलवे के एक कर्मचारी को क्योंकि उसने एक चुनाव में हिस्सा लिया था, रेलवे आथोरिटीज ने बरखास्त कर दिया था। उस मिसाल को मैं जरा ब्यौरे में जा कर आपके सामने पेश करना चाहता हूं। १९५७ में भावनगर की म्यूनिसिपल कमेटी के चुनाव में उसने हिस्सा लिया था, वह चुनाव लड़ा था और वह एक एकाउंट्स क्लर्क के पद पर काम कर रहा था। रेलवे के जो कंडक्ट रूल्ज हैं या जो कोड हैं, वह इजाजत देता है कि कोई भी रेलवे एम्प्लायी अगर चाहे तो स्थानीय चुनाव में हिस्सा ले सकता है। उसने आपसे इजाजत मांगी थी लेकिन उसको जवाब नहीं मिला पोलिंग के दिन तक या उसके एक दिन पहले तक। पोलिंग जब खत्म हो गया, उसके बाद या उसके एक दिन पहले, दोनों में से एक दिन, पहले या बाद, उसको जवाब मिला कि वह चुनाव लड़ नहीं सकता है। पहली बात तो यह है कि इजाजत उसने मांगी या नहीं मांगी। उसने इजाजत मांगी। इस तरह से उसने कोई गलती नहीं की। इजाजत अगर वह न मांगता तो उसकी गलती थी। लेकिन उसने इजाजत मांगी। एक दिन पहले उसको जवाब देना यह गलत था। बाद में जब वह जीत गया और काउंसिल का मेम्बर हो गया तब उसको काम से निकाल देना, यह कितनी गलत बात है, इसको आप देखें। वह म्यूनिसिपैलिटी का मेम्बर भी रहा और उसके साथ साथ उसके खिलाफ दो साल तक अनुशासन की कार्रवाई भी चलती रही। उसका रिकार्ड भी कोई बुरा नहीं था, खराब नहीं था जिससे साबित होता हो कि उसने अपने फर्ज की अवहेलना की है। फिर भी क्योंकि उसने एक कांग्रेसी मेम्बर को हरा दिया था भावनगर म्यूनिसिपैलिटी के चुनाव में, इस लिए उसके खिलाफ कार्रवाई हुई और उसको काम से निकाल दिया गया.

उपाध्यक्ष महोदय : आप अपना भाषण कल जारी रखें।

16.59½ hrs.

BUSINESS ADVISORY COMMITTEE

TWENTY-FOURTH REPORT

Shri P. R. Patel: Sir, I beg to present the Twenty-fourth Report of the Business Advisory Committee.

17.00 hrs

The Lok Sabha then adjourned till Eleven of the Clock on Thursday, the 27th February 1964/Phalguna 8, 1885 (Sakc).

GMGIPND—LS II—2213 (Ai) LSD—7-3-64—1030.